



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

September 5, 2013 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment
Public comment by each individual speaker shall be limited to two minutes
4. Consent Calendar
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 RESOLUTION
 - b) Authorize Executing an Agreement to Receive an Operation Lifesaver Grant in a Total Amount of \$18,875 and Increasing the Fiscal Year 2014 Operating Budget by \$18,875 to \$119,991,971 in Revenue
5. Chairperson’s Report
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
 - a) Proclamation Declaring September as Rail Safety Month PROCLAMATION
 - b) 4th and King Station/Yard Reduction/Removal Feasibility Assessment Update INFORMATIONAL
 - c) Communications-Based Signal System Overlay Positive Train Control (CBOSS PTC) Project Update INFORMATIONAL
8. Authorize Use of Design Build Contracting Approach for the Electrification Component of the Peninsula Corridor Electrification Project Pursuant to Public Contract Code Section 20209.5 et seq. RESOLUTION
9. Acceptance of Statement of Revenues and Expenses for July 2013 MOTION

Peninsula Corridor Joint Powers Board
September 5, 2013 Agenda

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| 10. Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Services for a Total Not-to-Exceed Cost of \$10,500,000 for a Three-Year Period | RESOLUTION |
| 11. Legislative Update | INFORMATIONAL |
| 12. Capital Projects Quarterly Status Report – 4 th Quarter Fiscal Year 2013 | INFORMATIONAL |
| 13. Correspondence | |
| 14. Board Member Requests | |
| 15. Date/Time of Next Meeting: Thursday, October 3, 2013, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2 nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070 | |
| 16. General Counsel Report | |
| a) Closed Session: Conference with Real Property Negotiators
Property: 4020 Campbell Avenue, Menlo Park, CA
Agency Negotiators: Gigi Harrington; David Miller
Property Owner: Campbell Avenue Portfolio, LLC
Negotiations Scope: Price and Terms of Payment | |
| 17. Adjourn | |

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 JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.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 JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB 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 two minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB 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 JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.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.

Peninsula Corridor Joint Powers Board (JPB)
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070

Minutes
August 1, 2013

MEMBERS PRESENT: J. Cisneros, M. Cohen, J. Deal, A. Kalra, A. Lloyd, T. Nolan, A. Tissier, K. Yeager

MEMBERS ABSENT: P. Woodward

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

Chair Ken Yeager called the meeting to order at 10:02 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Jeff Carter, Millbrae, thanked staff for their efforts during the recent Bay Area Rapid Transit (BART) strike. He said the tragic rail accident in Spain happened in the transition area between a non-positive train control area and a positive control area and this could be similar with HSR running along the corridor.

CONSENT CALENDAR

- a. Approval of Minutes of June 6, 2013
- b. Authorize Award of Contract to Day Management Corporation for the North-South Radio Road Channel Project in the Total Amount of \$37,948
- c. Information on Preliminary Statement of Revenues and Expenses for June 2013

A motion (Tissier/Nolan) to approve the Consent Calendar was unanimous.

Director Malia Cohen arrived at 10:05 a.m.

CHAIRPERSON'S REPORT

No report

REPORT OF THE CAC

Kevin Gardiner, CAC Chair, said at its July 17 meeting, the CAC:

- Received a presentation on the upcoming Bike Share Program. The CAC is interested in the agency partnering with employers in the area. CAC members were interested in tracking the impact of this program on bike bumps.
- Presented a Certificate of Appreciation to outgoing CAC member, John Hronowski.

- The CAC discussed setting goals and developing a work plan for future meetings. He said he appointed an ad-hoc committee of Cat Tucker, Paul Bendix and himself to set goals and develop a work plan.

REPORT OF THE EXECUTIVE DIRECTOR

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 Revenue was \$6,146,121, an increase of 6.4 percent.
 - On-time Performance was 91.4 percent, a decrease of 1.2 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.
- Approximately 786,000 additional rides were provided for special events in Fiscal Year (FY) 2013, an increase of 23 percent from FY2012.
- During the BART strike many trains stopped at Millbrae and an estimated 4,000 to 10,000 additional rides were provided. Should a strike occur, again staff will do their best to provide extra service.
- The Bicycle Advisory Committee (BAC) met on July 18 and received presentations on the Regional Bike Share Program and the Bicycle Access and Parking Plan. The BAC will be making some minor changes to its charter in the coming months to change the meeting time and rotating of the chair among the three counties.
- The reading file contains the Safety & Security Report for May and June, an updated Bike Access brochure, a TakeOne for the parking increase in September, a *Track the Fun* brochure and the Caltrain Connection Newsletter.

Caltrain Modernization

Marian Lee, Executive Officer, Caltrain Modernization, said the technical team is continuing the environmental assessment on the environmental document and is focused on the tree survey, ridership forecasts and traffic analyses. Ms. Lee said the draft document will be out between December 2013 and January 2014.

Ms. Lee said three of the five procurements are out on the street: project delivery, safety, and program management services. The two remaining relate to obtaining expertise in the areas of electrification and vehicles and staff hopes to release those procurements this month.

Ms. Lee said the blended system studies are complete and available on the Caltrain website. She said these reports will be helpful in informing what the blended system looks like. Copies of these reports have been provided to the California High-speed Rail Authority.

Ms. Lee said the 4th & King study was requested and funded by the city and county of San Francisco. The focus was on the possible operational implications of reducing and/or eliminating the 4th and King yard and making that land available for development. Staff has been evaluating the operational implications of releasing strips of property within the yard along Townsend Street and King Street for development. Ms. Lee said when land is given up that is currently used for operations those functions get displaced and staff needs to figure out where those displaced functions would go and then what the systemwide operational implications would be. She said staff is continuing to target late August to conclude the analysis and then will evaluate if this concept can be included in the electrification environmental document.

Ms. Lee said the Local Policymaker Group did not meet in June or July, but staff provided email updates. The next meeting is August 22.

Director Cohen asked what the criteria is for determining whether 4th and King is a viable option. Ms. Lee said it is very critical that the fall 2014 timeframe is met for certification of the electrification environmental document. If 4th and King were to be included, would it require additional analysis or change the scope in any way that would impact the schedule? She said it also is necessary to understand the operations, maintenance and capital costs implications. There is a limited budget for the environmental work on the Early Investment Program.

Public Comment

Jeff Carter, Millbrae, said he urges staff be very cautious in giving away land around the 4th and King Station.

Director Cohen asked Mr. Carter for clarification on his comment on giving away land to the city of San Francisco would be negative, noting that the site in question has issues with the homeless and crime. Mr. Carter clarified that giving away land around the station could negatively impact future Caltrain operations or expansion of service.

Adina Levin, Friends of Caltrain, thanked the San Mateo County Board of Supervisors for committing \$5 million a year to the San Mateo County Transit District for the next two years. She hopes this will help SamTrans bring more money to Caltrain. Ms. Levin said an area of potential revenue expansion is the GO Pass Program. This program currently only has 60 companies participating.

Roland Lebrun, San Jose, said the Altamont Commuter Express started a new website and it shows real-time information. He said the Capital Corridor added two cars to their consists during the recent BART strike. Mr. Lebrun said there needs to be in-house expertise for rail operations to help with the issue at 4th and King.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR MAY 2013

Gigi Harrington, Deputy CEO, said May revenues are over budget by \$4.2 million and there are \$3.4 million in savings on the expense side. Year-end fare revenue is \$68.7 million and is \$4 million over the adjusted budget and \$8.4 million over the adopted budget. Currently the farebox recovery ratio is over 65 percent. Last week fuel was \$3.07 per gallon and the JPB received \$480,000 from the hedge for FY2013.

A motion (Nolan/Deal) to accept the May 2013 statement was approved unanimously.

AUTHORIZE APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2014 INSURANCE PROGRAM AT A TOTAL PREMIUM COST NOT-TO-EXCEED \$4,148,697

Ms. Harrington said staff was able to lower the liability retention from \$2 million to \$1 million. The overall cost for insurance is going up and is reflective of the hardening of the market and the increase in ridership. Ms. Harrington said there will be savings in the insurance and claims budget this fiscal year that will be applied to the extra cost for next fiscal year. This is a layered program and the JPB is insured for liability from \$1 million to \$200 million and Transit America Services carries a policy from \$200 to \$300 million.

A motion (Deal/Tissier) to approve the FY2014 Insurance Program at a total premium cost not-to-exceed \$4,148,697 was approved unanimously.

AUTHORIZE 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 OVERLAY SIGNAL SYSTEM/POSITIVE TRAIN CONTROL (CBOSS/PTC) IN THE ESTIMATED AMOUNT OF \$53.7 MILLION

Ms. Harrington said at the June Board meeting she presented an overview and status of this project. This contract was awarded in phases to Parsons Transportation Group. She said staff is splitting this option into a Phase 3 and Phase 4 because there are some possible funding opportunities. This is to start the construction of the project. The project is on schedule and budget. Ms. Harrington said there is a letter from Roland Lebrun with a series of questions and staff will respond to him in writing, but staff has no information that supports his statement that the project is not going to make the deadline. She said she wants to thank Mr. Lebrun for identifying a typo on the bottom of page two; it should say May instead of March.

Public Comment

Roland Lebrun, San Jose, said the Federal Railroad Administration (FRA) and the National Transit Safety Board (NTSB) have known for over six months that Caltrain cannot possibly meet the 2015 PTC implementation deadline. He said this was confirmed during the testimony to the Senate Transportation Committee on June 19. Mr. Lebrun said since we now know the deadline cannot be met there is an opportunity to hit the pause button. He said this would give time to hire an independent entity that can be trusted to provide the Board with unbiased advice, including how complete re-signaling could substantially improve the capacity of the line. He said this would have no impact on the budget because the Board has already approved \$90 million in unspecified oversight activities. Mr. LeBrun said the other option

is to approve the staff recommendation, but how can the Board rely on the advice of people who either don't know what is going on or are not telling the truth.

Doug DeLong, Mountain View, said the news report on the Spanish incident indicate it happened outside of PTC territory and the Caltrain corridor will be PTC from end-to-end.

A motion (Nolan/Tissier) to amend 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 the CBOSS/PTC in the estimated amount of \$53.7 million was approved unanimously.

AUTHORIZE AMENDMENT WITH URS CORPORATION FOR THE CBOSS/PTC CONSTRUCTION MANAGEMENT SERVICES CONTRACT IN AN AMOUNT NOT-TO-EXCEED \$2.5 MILLION

Ms. Harrington said this action is to amend the URS contract for construction activities for CBOSS. This is an existing contract and URS is available to do this type of work.

A motion (Nolan/Tissier) to authorize an amendment with URS Corporation for the CBOSS/PTC construction management services contract in an amount not-to-exceed \$2.5 million was approved unanimously.

UPDATE ON THE EXECUTION OF THE FISCAL YEAR 2014 FUEL HEDGE PROGRAM

Ms. Harrington said fuel was hedged after the June 6 Board meeting. Staff entered into an agreement with Barclays. Half of the fuel portfolio was capped at \$2.85 per gallon and the cost was \$200,000 less than the FY2013 transaction.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) DELIVERY METHOD

Ms. Lee said this is an informational item and staff hopes to come back at the September Board meeting with a recommendation for Board consideration. Staff has been assessing project delivery options to determine the best match for PCEP.

Ms. Lee said Regional Transportation District-Denver (RTD) has experience with a 25kV system and Rick Clark, Assistant General Manager of Capital Programs, RTD, was asked to make a presentation on the different project delivery methods:

- RTD FasTracks is the largest capital project currently in process.
- The Project is 122 miles of new light rail and commuter rail.
- Currently there is \$5 billion of work completed or under contract.
- A challenge is to effectively manage approximately \$5 billion of simultaneous construction within budget and schedule constraints.
- In the 1990s agencies did design-bid-build.
- RTD's last project, T-REX, used design-build and was very successful.

Mr. Clark said there are different delivery methods.

- Design-bid-build:
 - Works well when owner wants control over design, risks are unknown until more advanced design can be done or when challenging stakeholder issues exist.
 - Takes more time in the schedule.
 - Limits innovation from the private sector.
 - More change orders and more contentious relationships between owner and contractor.
- Construction manager/general contractor:
 - Contractor is brought in early when design is proceeding.
 - Contractor provides constructability and value engineering input during final design.
 - A final guaranteed maximum price (GMP) is negotiated.
 - Owner has control and risk for design although contractor involvement during design can limit that risk.
 - Requires strong cooperation by design firm, owner and contractor.
 - Negotiated GMP limits competitive pricing and will impact schedule if negotiations are not successful.
- Design-build:
 - Faster schedule from overlap in activities.
 - Best value selection fosters collaboration and innovation.
 - Effective partnering is key.
 - Shifts certain risks (i.e. design) to the design-build contractor.
 - Fewer change orders, but they are larger on average.
 - Requires fewer resources for the owner oversight.
 - Requires quick decision making.
 - Well matched with a systems (electrification) project where manufacturers/suppliers do much of the design.
 - Still requires effective oversight by the owner.
 - Variations include design-build-maintain and design-build-operate-maintain.
- Public/private partnership:
 - Adds financing from the concessionaire.
 - Provides long-term integrated delivery.
 - Availability payments are tied to operational performance criteria so provides great incentive to consider life cycle costs and operability.
 - Good value for the money.
 - Procurement period can be longer, more complex and expensive.
 - Private financing more expensive than public financing.
- Lessons learned at RTD:
 - Match the project and its risks with the delivery method.
 - There is not necessarily a right or wrong delivery method. All types of delivery methods have been successful. If they are not, there are usually some other fundamental reasons.
 - One size does not fit all projects.

- Make sure agency management and project staff is vested in the delivery method.
- Bring the right expertise in to manage that delivery method.
- Best value selections have resulted in strong proposals and teams.
- In choosing a delivery method, consider risk, schedule, cost, innovation of private sector, number of contracts/contractors, stakeholder involvement.
- Reflect the agency goals in the evaluation criteria (i.e. price, public outreach, disadvantaged business enterprise programs, safety, and quality).
- Keep the Board and stakeholders informed during the procurement process while respecting the need for confidentiality.
- RTD and Caltrain are two agencies currently implementing a 25kV electrified commuter rail. Both agencies are in this together and RTD welcomes collaboration and mutual support.

Ms. Lee reported:

- PCEP is 51 miles from San Francisco to Tamien, will convert the diesel system to electric multiple units, will have six trains per hour per direction with mixed fleet service using the existing infrastructure and tracks.
- The vehicles procured will replace 75 percent of the fleet.
- The goal is to deliver an electrified system by 2019.
- Stakeholder outreach will continue throughout the life of the project.
- Currently staff is establishing the owner's team and hope to complete that this year.
- The goal for the environmental clearance is fall 2014. The clearance needs to be in place to procure and select the contractor team in 2014 and 2015. This gives staff 2016 to 2019 for the design, manufacturing and building of the electrified system.
- Peer workshops were held in September 2012 and March 2013 with Caltrain senior management and agency participation from San Francisco Municipal Transportation Agency, Santa Clara Valley Transportation Authority (VTA), RTD-Denver, Dallas Area Rapid Transit and Utah Transit Authority.
- PCEP objectives:
 - Ensure system safety
 - Complete program within \$1.5 billion budget
 - Electrified service by 2019
 - Build a quality system
 - Minimize impacts to rail service and customers
 - Minimize impacts to environment
 - Support future high-speed rail trains
 - Sustain effective partnership with stakeholders

Ms. Lee said the recommended delivery method is design-build.

- Procurement method is best value
- Best match with program objectives
- Appropriate level of owner control
- Operations and/or maintenance options

- Key benefits with the design-build approach:
 - Good for large complicated projects
 - Good for systems projects
 - Transfer design risk to contractor
 - Improve project with innovative solutions
 - Get best value and maximize price competition
 - Select best qualified team
 - Negotiate scope and price
 - Upfront understanding of cost to complete
- Focus areas for success:
 - Board support
 - Agency management and staff
 - Stakeholder relationship
 - Build the right team for delivery with people and expertise
 - Owner's responsibility for system integration

There will be two procurement packages, one for electrification and one for vehicles. The key benefits of doing two procurements are direct owner control, enhanced competition, and best team selected by expertise area.

Next steps:

- Board consideration of the project delivery approach at the September 5 meeting
- Set up owners team
- Prepare contractor procurement documents
- Complete Environmental Impact Report
- Issue contractor Request for Proposals in fall 2014

Chair Yeager thanked staff for an excellent report and agrees with the program objectives and the way it was presented. He said VTA went with design-build for the BART extension. Chair Yeager asked if San Francisco or San Mateo counties used design-build for any of their projects and if so, could lessons learned be brought back and shared at the September meeting. He asked if there are any city regulations for the corridor. Chair Yeager said design-build does not allow a lot of time for public input.

Director Adrienne Tissier said leadership, a strong team and integration are very important to a successful project. The outreach and working with the cities has been very helpful. She recommended staff speak with the construction staff at the new county jail for any lessons learned.

Director Ash Kalra said low-bid is not necessarily the best way to go versus best-value.

Public Comment

Roland Lebrun, San Jose, said presentations should be available prior to the meetings. He said a first class rail entity is needed operating on a sound financial footing and the District does not qualify.

Greg Conlon, Atherton, said he is not sure if the increase of six trains with electrification will be enough with the increase in ridership.

Mr. Scanlon said staff will come back next month and respond to concerns and questions raised today and make a recommendation for the Board's consideration. He thanked everyone who participated in the workshops for their time and insights.

LEGISLATIVE UPDATE

Federal Update

Seamus Murphy, Director, Government and Community Affairs, said appropriators in both chambers have passed the transportation spending bills. The House has made major cuts to the discretionary programs because the House is trying to spare defense programs from some of the sequestration impacts. The House bill also includes language that would block funding for California HSR for the current fiscal year. It doesn't look like the House bill is going to make it to a vote, however. They can't seem to get consensus within the Republican Party to pass the bill. Mr. Murphy said Democrats are all opposed to it, some Republicans think the cuts go too far and other Republicans think they don't go far enough. The bill was pulled from consideration and the House will go to recess without passing an appropriations bill from the House.

Mr. Murphy said the Senate bill is much better. It conforms to the spending levels in the Budget Control Act, which are a lot less impactful and also include two amendments. The first, approved already in committee, would require the FRA to evaluate existing regulations governing train horns at grade crossings determine if the regulation should be revised. There has been considerable interest from communities along the corridor about quiet zones and this would help inform how the FRA regulates quiet zones and train horns in the future. Mr. Murphy said a related amendment that will be considered on August 1 would appropriate \$42 million to assist local governments in the establishment of quiet zones. There is some interest at the Federal level in streamlining some of these regulations and potentially reforming how FRA approaches train horns.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, September 5, 2013, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Real Property Negotiators
Property: 4020 Campbell Avenue, Menlo Park, CA
Agency Negotiators: Gigi Harrington; Joan Cassman

Property Owner: Campbell Avenue Portfolio, LLC
Negotiations Scope: Price and Terms of Payment

Joan Cassman, Legal Counsel, said the Board will meet in closed session on real property negotiations for 4020 Campbell Avenue in Menlo Park.

Adjourned into closed session at 11:33 a.m.

Reconvened at 11:45 a.m.

Ms. Cassman said the Board met in closed session to receive a report on real property negotiations for 4020 Campbell Avenue in Menlo Park. This matter will continue to the September meeting.

Adjourned at 11:46 a.m.

RESOLUTION NO. 2013 –

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

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**AUTHORIZING EXECUTION OF AN AGREEMENT TO RECEIVE AN
OPERATION LIFESAVER, INC. GRANT FOR \$18,875 AND AMENDMENT OF THE
FISCAL YEAR 2014 OPERATING BUDGET**

WHEREAS, Operation Lifesaver, Inc. (OL) is a rail safety non-profit organization that has been educating the public about the need to remain safe around railroad tracks for almost 40 years; and

WHEREAS, OL requested grant applications for the OL Rail Transit Safety Education Grant Program; and

WHEREAS, Peninsula Corridor Joint Powers Board (JPB) staff submitted an application to conduct a safety awareness campaign called, "Don't Shortcut Life" (Project); and

WHEREAS, OL awarded \$18,875 in OL grant funds for the Project; and

WHEREAS, the JPB has previously budgeted \$7,375 in matching funds for the Project; and

WHEREAS, staff recommends the Executive Director, or his designee, be authorized to receive OL funds in a total amount of \$18,875 to help fund the Project; and

WHEREAS, staff recommends the adopted Fiscal Year (FY) 2014 Operating Budget be amended to include the OL grant as an \$18,875 increase to total revenues and a corresponding \$18,875 increase in total expenses.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula

Corridor Joint Powers Board:

1. Authorizes the Executive Director, or his designee to receive OL funds in a total amount of \$18,875 to help fund the Project; and
2. Authorizes an amendment to increase the FY2014 Operating Budget by \$18,875 in OL funds, and
3. Authorizes the Executive Director, or his designee, to take such actions as may be 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, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS JULY 2013**

In July 2013, Caltrain's average weekday ridership (AWR) was 54,989, which is an increase of 6,380 or 13.1 percent over July 2012 AWR of 48,609. July is the third month in a row that Caltrain has set an all-time record high AWR. May AWR was 52,980 and June AWR was 53,041. The total number of passengers who rode Caltrain in July 2013 was 1,491,886, which is 14.2 percent more than in July 2012. This is also the highest ridership month, surpassing the record of 1,439,276 set in May 2013.

On-time performance for July 2013 was 90.4 percent, which is below the 93.5 percent on-time performance for July 2012. When trains arriving within 10 minutes of the scheduled arrival time are included, July 2013 on-time performance rises to 95.8 percent. Mechanical delays in July 2013 were 1,783 minutes, which is significantly higher than the 959 minutes in July 2012 and the fiscal year 2013 average of 1,142.

There was one fatality on July 5, when Train 313 struck a trespasser at 7:10 am at Atherton.

Looking at customer service statistics, there were 12.3 complaints per 100,000 passengers. This is below the average 13.7 complaint per 100,000 for Fiscal Year (FY) 2013.

Average weekday shuttle ridership was 6,642. This is a decrease of 816 or 10.9 percent below July 2012 ridership of 7,458. There are two major causes for this decrease. One is due to a change in which agency the Genentech shuttle ridership is reported to (now reported to SamTrans), and the other is continued difficulties receiving accurate counts on the Marguerite shuttles. For the station shuttles, the Millbrae-Broadway shuttle averaged 149 daily riders. The Belmont-Hillsdale shuttle averaged 68 daily riders. The weekend Tamien-San Jose shuttle averaged 70 riders per day.

Caltrain Promotions – July 2013

See Something – Say Something – The *See Something – Say Something* customer safety and security awareness campaign issued its seventh message as part of the year-long program: *Remain behind the yellow platform safety line until it's safe to board the train. Some trains express through stations. Please stand back.* A new message is communicated each month via station electronic message signs, conductor announcements, web posting (www.caltrain.com/seesomething) and social media, including Facebook, Google+ and Twitter.

Fourth of July – Caltrain was popular with Peninsula and South Bay residents who celebrated Independence Day in San Francisco. To accommodate the increased demand, Caltrain ran four post-fireworks trains. To promote the specials, Caltrain issued a news release, included information in *Caltrain Connection* and *Track the Fun*, posted information at stations and on its website, and used social media. The post-event specials carried 3,488 customers, a 26 percent increase compared to last year.

International Champions Cup – AT&T Park hosted the exciting International Champions Cup, and soccer fans took advantage of the convenience of Caltrain. Service was promoted with a web posting, news release and social media. Caltrain carried an extra 3,527 customers, a significant increase over the last soccer cup match.

Giants – As the Giants perform below par, the attendance declines, which results in less fans riding Caltrain. In July, Caltrain transported 95,177 fans to the 15 home games. Year-to-day ridership is 6 percent below last year. Staff continues to promote the service through a Caltrain/Giants brochure, newsletters, web page and social media.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248
Donald G. Esse, Senior Operations Financial Analyst 650.508.6329

Table A

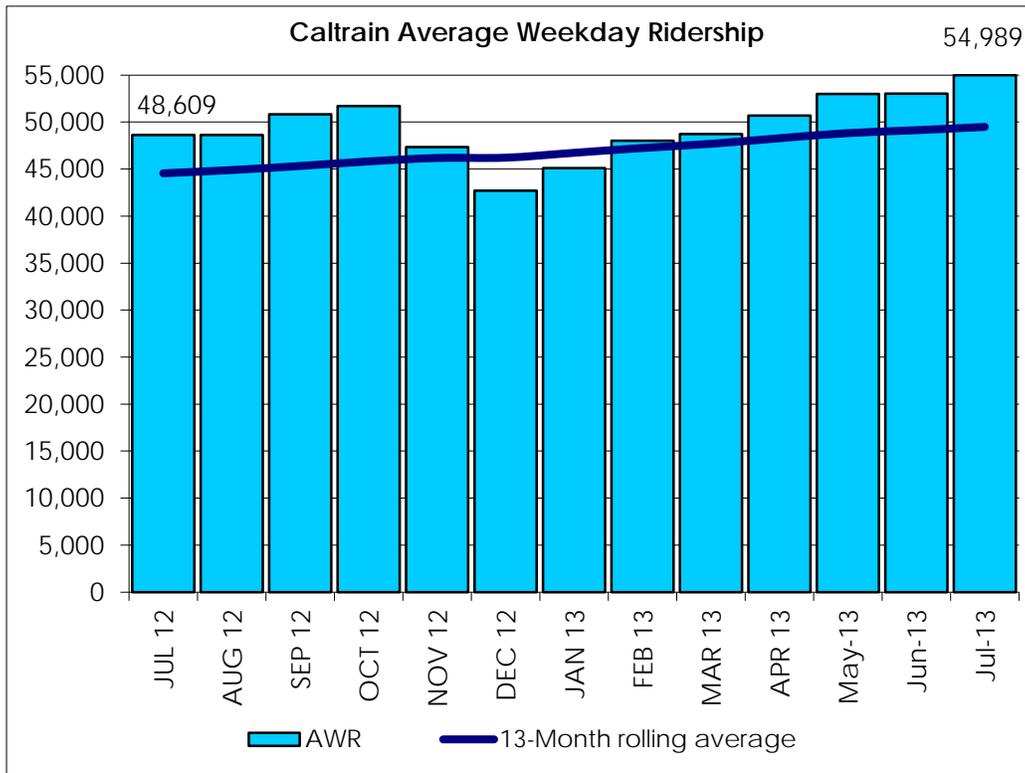
July 2013

	FY2012	FY2013	% Change
Total Ridership	1,305,970	1,491,886	14.2%
Average Weekday Ridership	48,609	54,989	13.1%
Total Farebox Revenue	\$5,836,357	\$6,653,515	14.0%
On-time Performance	93.5%	90.4%	-3.3%
Average Caltrain Shuttle Ridership	7,458	6,642	-10.9%

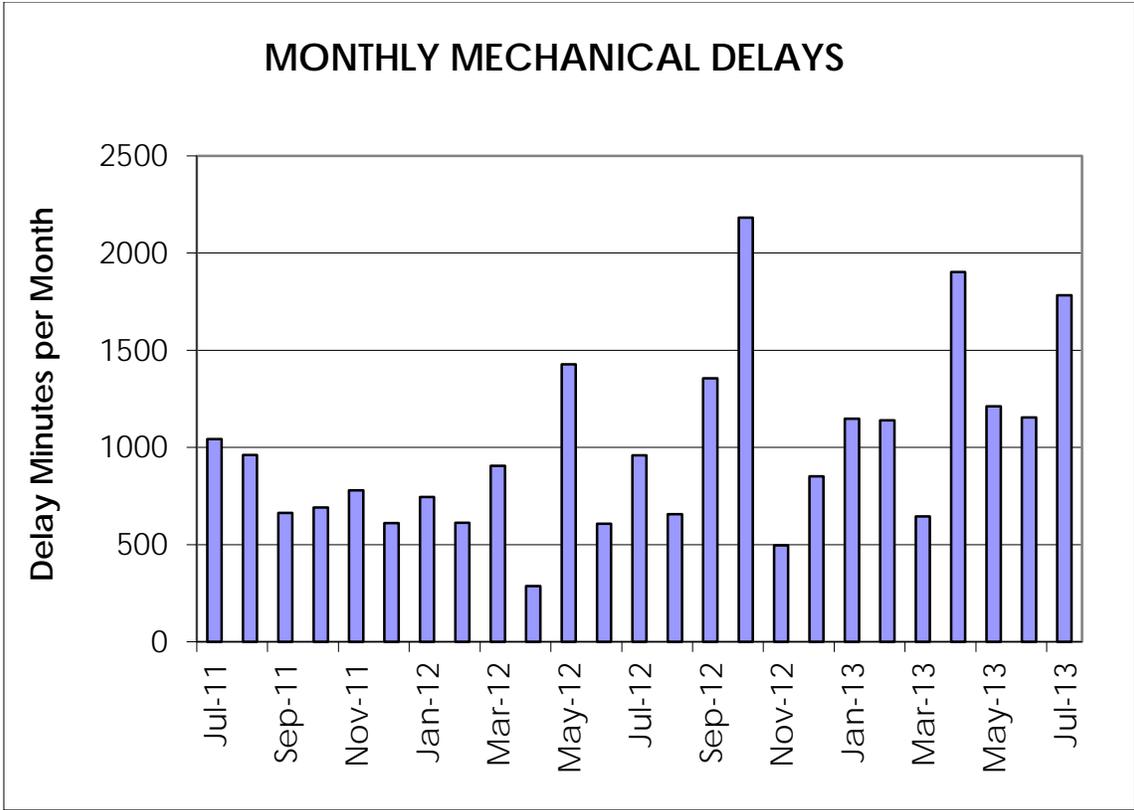
Year to Date

	FY2012	FY2013	% Change
Total Ridership	1,305,970	1,491,886	14.2%
Average Weekday Ridership	48,609	54,989	13.1%
Total Farebox Revenue	\$5,836,357	\$6,653,515	14.0%
On-time Performance	93.5%	90.4%	-3.3%
Average Caltrain Shuttle Ridership	7,458	6,642	-10.9%

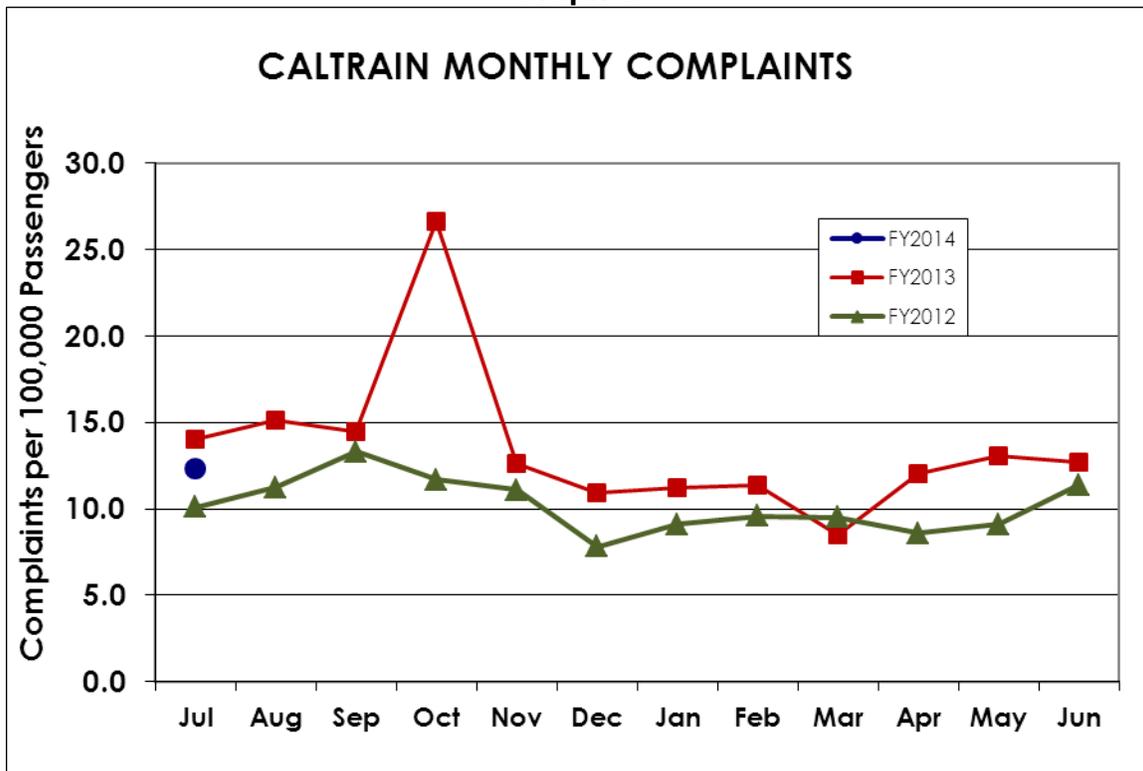
Graph A



Graph B



Graph C



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **PROCLAMATION DECLARING SEPTEMBER RAILROAD SAFETY
MONTH**

ACTION

Staff Coordinating Council (SCC) recommends the Board adopt the proclamation designating September as "Railroad Safety Month."

SIGNIFICANCE

The proclamation for "Railroad Safety Month" is a reaffirmation of the JPB's commitment to provide safe and efficient train service between San Francisco and Gilroy. It also is an opportunity to highlight the promotion and advancement of safety on the right of way through enhanced safety measures and increased public awareness.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Caltrain is teaming up with Fresh Takes, a local youth digital arts organization, to produce a series of rail safety videos targeting teens, commuters, distracted walkers and drivers and other potential unsafe behaviors. The video project will make its public debut September 28 during Rail Safety Month at a "Caltrain Film Festival." Caltrain will work throughout the year to explore opportunities to air the videos at other venues such as the teens' schools and community movie nights. The videos also will be promoted via social media and on Caltrain's website. In addition, the grant funds will be used to update Caltrain's safety brochures and informational materials and enhance educational outreach opportunities.

The project has received support in the form of an \$18,875 grant from National Operation Lifesaver and the Federal Railroad Administration.

Prepared by: Jayme Ackemann, Communications Manager

650.508.7934

Proclamation

IN HONOR OF RAILROAD SAFETY MONTH

WHEREAS, Caltrain operates 92 weekday trains between San Francisco and Gilroy, serving the Peninsula Rail Corridor, and the communities of San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, safety on the Caltrain right of way has been and remains a continuing priority along a rail system that traverses several communities and includes more than 50 at-grade public rail grade crossings; and

WHEREAS, railroad operators, motor vehicle operators and pedestrians must work together to reduce the incidence of railroad-vehicle and railroad-pedestrian accidents, which occur every 120 minutes on rail systems throughout America; and

WHEREAS, the Peninsula Corridor Joint Powers Board works continuously with critical partners, including the Federal Railroad Administration, California Department of Transportation, California Public Utilities Commission and California Operation Lifesaver to improve railroad safety and to educate the public about safety around railroad tracks; and

WHEREAS, Caltrain has been awarded one of eight national rail safety grants from Operation Lifesaver and will use the funds to sponsor a youth film festival featuring videos on rail safety; and

WHEREAS, the grant will focus on raising issues related to pedestrian awareness through a series of video dramatizations that highlight dangerous behaviors around trains; and

WHEREAS, with the grant from Operation Lifesaver, Caltrain will team up with Fresh Takes, a local youth digital arts organization, to produce a series of rail safety videos targeting teens, commuters, distracted walkers and drivers and other potential unsafe behaviors; and

WHEREAS, grant funds also will be used to update Caltrain's Operation Lifesaver brochures and informational materials for distribution throughout the community; and

WHEREAS, Caltrain expects to complete the San Bruno Grade Separation Project, a major safety improvement which will elevate the train tracks above three at-grade crossings, by the end of the year; and

WHEREAS, on June 2, 2009, SCR 10 (Liu) was signed into law designating September as "Railroad Safety Month" in California.

THEREFORE, BE IT RESOLVED, that the Peninsula Corridor Joint Powers Board, in support of the statewide efforts, proclaims September as "Railroad Safety Month" and commends local, State, and Federal officials, industry, and citizen efforts to improve railroad safety; and

BE IT FURTHER RESOLVED, that the Peninsula Corridor Joint Powers Board urges continued and expanded vigilance by the public at and around the rail system and reaffirms its continuing and vigorous commitment to rail safety.



Chair, Peninsula Corridor Joint Powers Board

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: AUTHORIZE USE OF THE DESIGN-BUILD CONTRACTING APPROACH FOR THE ELECTRIFICATION COMPONENT OF THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT PURSUANT TO PUBLIC CONTRACT CODE SECTION 20209.5 ET SEQ.

ACTION

Staff Coordinating Council (SCC) recommends the Board authorize the use of the Design-Build (DB) contracting approach pursuant to Public Contract Code section 20209.5 et seq. for the electrification component of the Peninsula Corridor Electrification Project (PCEP) based on the findings that the DB contracting approach will provide design features not achievable through the Design-Bid-Build (DBB) method of contracting.

SIGNIFICANCE

The PCEP will electrify more than 51 miles of the Caltrain corridor (approximately from the San Francisco terminal to the Tamien Station in San Jose) and acquire 96 Electric Multiple Units (EMUs). The PCEP will provide improved commuter rail service in the San Francisco Bay Area providing cost-efficient quality transit services to the region's growing population. Electrified Caltrain revenue service is targeted for 2019.

The PCEP objectives are to:

- Ensure system safety
- Complete the project within the ~\$1.2B budget
- Provide electrified service by 2019
- Build a quality system
- Minimize impacts to Caltrain customers / service
- Minimize impacts to Caltrain communities / environment
- Support future high-speed rail trains
- Sustain effective partnerships with stakeholders

To meet the PCEP objectives, the SCC recommends the following two separate contract awards to implement the PCEP:

1. A DB contracting approach for the electrification component of the PCEP pursuant to Public Contract Code section 20209.6; and

2. A "best value" procurement method as authorized by enabling legislation applicable to the JPB for the purchase of 96 electric train vehicles, called EMUs.

Only the DB contracting approach for the electrification component of the PCEP requires board action at this time.

Under the DB contracting approach, design and construction elements are combined within one contract scope and a best value procurement method is used for selection of the project delivery team. DB contracting approach best balances and facilitates the important factors of owner's control, relationships with stakeholders, and access to designer and contractor expertise.

The law requires the Board make findings that use of the DB contract approach will accomplish one or more of the following objectives: reduce project costs, expedite the project's completion, or provide design features not achievable through the more traditional DBB method.

After assessment of the respective merits of both the DBB and DB contracting approaches and how these different project delivery methods would address the unique features and complexities of the electrification component of the PCEP, staff has determined use of the DB approach will provide design features that are not achievable through the DBB process. The DB approach will allow the proposers opportunity to improve the project with innovative solutions. DB may also result in reduced project costs and expedited project completion.

BUDGET IMPACT

There is no budget impact as the result of Board action to authorize use of the DB contracting approach over the traditional DBB contracting process for the electrification component of the PCEP.

Separate from this Board action, project cost updates and project delivery contract negotiations impacting the PCEP budget will be discussed and reflected in future JPB budgets.

BACKGROUND

At the August JPB Board meeting, presentations on project delivery for the PCEP were made by staff from the Regional Transportation District (located in Denver) and JPB staff. Information was provided on a range of project delivery methods that were considered for the PCEP. Staff assessment of project delivery methods began in fall 2012 and included peer workshops with participation from the following agencies:

- San Francisco Municipal Transportation Authority
- Santa Clara Valley Transportation Authority
- Regional Transportation District (Denver)
- Dallas Area Rapid Transit
- Utah Transit Authority

Participants from the noted agencies have direct experience with complex projects covering all project delivery options. The recommendation to use the DB contracting approach for the electrification component of the PCEP was informed by their experience and expertise.

The PCEP is a complicated systems project that will not only need to be delivered while providing passenger and freight service in an active rail corridor but in a manner that is coordinated/integrated with:

- Caltrain's on-going state of good repair and reliability projects
- Caltrain's Communications-based Overlay Signal System (CBOSS) Project/ Positive Train Control (PTC) to be operational by 2015
- The Caltrain downtown extension (DTX) and Transbay Terminal Center (TTC) projects
- The Caltrain/High-speed Rail blended system

Such a project will benefit from using the DB contract approach because it will provide the following benefits:

- Transfer the design risk from the owner to the contractor which is important for systems projects
- Improve the project with innovative solutions proposed by the bidders during the procurement process
- Maximize price competition
- Getting the best value and selecting the best qualified team versus having to select the lowest bid
- Understand upfront the cost to complete and being able to negotiate the scope and price
- Have contracting options for future operations and/or maintenance needs particular to electrified systems

It is important to highlight the DB contracting approach for the electrification component of the PCEP has distinct advantages over the traditional DBB contracting approach. Communication and coordination are more effective, conflicts are minimized, and disputes are resolved more quickly because there is a single firm responsible for both design and construction. In contrast, under the traditional DBB approach, assumptions regarding construction sequencing and design decisions are made without the input of the contractor performing the work. Lack of contractor input into the project design can limit the effectiveness and constructability of the final design. The DB approach, with a single firm responsible for both design and construction, mitigates this by permitting communication between the designer and contractor.

As requested by Board members, staff conducted additional interviews with local agencies to understand their respective experiences with different project delivery methods and lessons learned that may be applicable to the PCEP. Staff will share this information with the Board at the September meeting before requesting action.

Prepared by
Marian Lee, Executive Officer, Caltrain Modernization Program

650.622.7843

RESOLUTION NO. 2013-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

**AUTHORIZING USE OF THE DESIGN-BUILD (DB) CONTRACTING APPROACH FOR THE
ELECTRIFICATION COMPONENT OF THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

WHEREAS, the Peninsula Corridor Electrification Project (PCEP) will improve commuter rail service in the San Francisco Bay Area by electrifying more than 51 miles of the Caltrain corridor and providing cost-efficient quality transit services to the region's growing population; and

WHEREAS, the PCEP objectives are to: ensure system safety, complete the project within the approximate \$1.2 billion budget, provide electrified service by 2019, build a quality system, minimize impacts to Caltrain customers/service, minimize impacts to Caltrain communities/environment, support future high-speed rail trains, and sustain effective partnerships with stakeholders; and

WHEREAS, to meet the PCEP objectives, two separate contract awards will be issued to implement the PCEP using the DB contracting approach for the electrification component of the PCEP pursuant to Public Contract Code section 20209.6 and "best value" procurement method as authorized by enabling legislation applicable to the JPB for the purchase of 96 electric train vehicles called Electric Multiple Units; and

WHEREAS, only the DB contracting approach for the electrification component of the PCEP requires board action at this time; and

WHEREAS, for the electrification component of the PCEP, staff of the Peninsula Corridor Joint Powers Board (JPB) has investigated different project delivery methods

and has evaluated the respective merits of delivering the electrification component through both the DB and Design-Bid-Build (DBB) contracting approaches; and

WHEREAS, Public Contract Code section 20209.5 et seq. authorizes transit operators to utilize a DB contracting approach when it is in the best interest of the transit operator and the project meets a certain dollar threshold; and

WHEREAS, the construction and implementation costs for the electrification component of the PCEP are estimated to be approximately \$785 million which substantially exceeds the \$25 million minimum threshold for rail projects established by the statute; and

WHEREAS, the law requires that a transit operator make written findings supporting the DB contracting approach over the traditional DBB contracting approach; and

WHEREAS, staff has determined that use of the DB contracting approach will benefit the JPB by providing design features not achievable through the DBB process; and

WHEREAS, in light of this evaluation, the Staff Coordinating Council is recommending the Board find the use of the DB contracting approach is in the best interest of the JPB and shall be utilized to deliver the electrification component of the PCEP.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board hereby finds that utilizing the DB contracting approach pursuant to Public Contract Code section 20209.5 et seq. over the traditional DBB contracting approach for the electrification component of the PCEP will be in the best interest of

the JPB as it will accomplish the objectives of providing design features not achievable through the traditional DBB contracting process; and

BE IT FURTHER RESOLVED based upon these findings, the Board hereby authorizes staff to proceed with the electrification component of the PCEP using the DB contracting approach pursuant to Public Contract Code section 20209.5 et seq.

Regularly passed and adopted this 5th day of September 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING
JULY 31 2013 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of July 2013 and supplemental information.

SIGNIFICANCE

Revenue: For July of Fiscal Year 2014, *Total Operating Revenue* (line 7) is \$887,114 or 13.5 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$926,619 or 16.2 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$943,979 or 14.5 percent **higher**.

Expense: *Grand Total Expenses* (line 50) show a favorable variance of \$985,887 or 9.5 percent. *Total Operating Expense* (line 36) is \$639,578 or 7.4 percent **better** than budget. *Total Administrative Expense* (line 46) is \$346,308 or 20.5 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 50) are \$1,066,963 or 12.8 percent **higher**.

BUDGET IMPACT

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

Prepared By: Jeannie Chen, Senior Accountant 650.508.6259
Sheila Tioyao, Manager, General Ledger 650.508.7752

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

Fiscal Year 2014

July 2013

% OF YEAR ELAPSED

8.3%

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
(AS PROJECTED)								
REVENUE								
OPERATIONS:								
1 Farebox Revenue	6,653,515	5,836,357	6,653,515	5,726,896	116.2%	66,070,569	66,070,569	10.1%
2 Parking Revenue	315,212	254,666	315,212	322,283	97.8%	3,652,330	3,652,330	8.6%
3 Shuttles	120,186	74,852	120,186	154,699	77.7%	1,722,636	1,722,636	7.0%
4 Rental Income	152,454	147,649	152,454	150,950	101.0%	1,816,920	1,816,920	8.4%
5 Other Income	225,210	209,073	225,210	224,633	100.3%	2,691,230	2,691,230	8.4%
6								
7 TOTAL OPERATING REVENUE	7,466,576	6,522,597	7,466,576	6,579,462	113.5%	75,953,685	75,953,685	9.8%
8								
9 CONTRIBUTIONS:								
10 AB434 Peninsula & TA Shuttle Funding	161,345	150,886	161,345	175,828	91.8%	2,109,948	2,109,948	7.6%
11 Operating Grants	523,993	-	523,993	940,660	55.7%	11,287,914	11,287,914	4.6%
12 JPB Member Agencies	1,435,963	2,791,666	1,435,963	1,435,962	100.0%	17,231,549	17,231,549	8.3%
13 Other Sources				1,265,927	0.0%	13,390,000	13,390,000	0.0%
14								
15 TOTAL CONTRIBUTED REVENUE	2,121,301	2,942,552	2,121,301	3,818,377	55.6%	44,019,411	44,019,411	4.8%
16								
17 GRAND TOTAL REVENUE	9,587,877	9,465,149	9,587,877	10,397,839	92.2%	119,973,096	119,973,096	8.0%
18								
19								
20 EXPENSE								
21								
22 OPERATING EXPENSE:								
23 Rail Operator Service	5,000,000	4,942,392	5,000,000	5,375,000	93.0%	64,500,000	64,500,000	7.8%
24 Rail Operator Service - Other	-	95,000	-	-	0.0%	-	-	0.0%
25 Security Services	333,800	186,509	333,800	336,662	99.1%	4,519,944	4,519,944	7.4%
26 Rail Operator Extra Work	-	7,400	-	12,960	0.0%	155,500	155,500	0.0%
27 Contract Operating & Maintenance	5,333,800	5,231,301	5,333,800	5,724,622	93.2%	69,175,444	69,175,444	7.7%
28 Shuttles (incl Peninsula Pass)	342,357	255,209	342,357	397,841	86.1%	4,774,107	4,774,107	7.2%
29 Fuel	1,334,925	1,115,953	1,334,925	1,485,675	89.9%	17,828,097	17,828,097	7.5%
30 Timetables and Tickets	12,000	11,800	12,000	12,917	92.9%	155,000	155,000	7.7%
31 Insurance	587,977	414,569	587,977	590,831	99.5%	5,470,000	5,470,000	10.7%
32 Facilities and Equipment Maint	155,363	94,160	155,363	155,592	99.9%	1,814,975	1,814,975	8.6%
33 Utilities	125,306	125,732	125,306	152,178	82.3%	1,826,540	1,826,540	6.9%
34 Maint & Services-Bldg & Other	86,573	100,888	86,573	98,223	88.1%	1,323,880	1,323,880	6.5%
35								
36 TOTAL OPERATING EXPENSE	7,978,301	7,349,612	7,978,301	8,617,879	92.6%	102,368,043	102,368,043	7.8%
37								
38 ADMINISTRATIVE EXPENSE								
39 Wages and Benefits	737,639	388,227	737,639	822,780	89.7%	6,811,835	6,811,835	10.8%
40 Managing Agency Admin OH Cost	353,346	200,531	353,346	418,166	84.5%	5,017,987	5,017,987	7.0%
41 Board of Directors	-	-	-	1,050	0.0%	11,700	11,700	0.0%
42 Professional Services	146,838	197,435	146,838	251,190	58.5%	2,764,323	2,764,323	5.3%
43 Communications and Marketing	1,298	11,500	1,298	10,208	12.7%	122,500	122,500	1.1%
44 Office Expense and Other	102,625	105,778	102,625	184,659	55.6%	1,773,833	1,773,833	5.8%
45								
46 TOTAL ADMINISTRATIVE EXPENSE	1,341,745	903,471	1,341,745	1,688,053	79.5%	16,502,178	16,502,178	8.1%
47								
48 Long Term Debt Expense	91,906	91,906	91,906	91,906	100.0%	1,102,875	1,102,875	8.3%
49								
50 GRAND TOTAL EXPENSE	9,411,952	8,344,989	9,411,952	10,397,839	90.5%	119,973,096	119,973,096	7.8%
51								
52 NET SURPLUS / (DEFICIT)	175,926	1,120,160	175,926	-	0.0%	-	-	0.0%

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



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JULY 31, 2013

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----		-----	-----	-----	-----
Local Agency Investment Fund (Restricted)	*	Liquid Cash	0.267%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.267%	26,451,257	26,451,257
County Pool (Unrestricted)	**	Liquid Cash	0.630%	20,230,497	20,230,497
Other (Unrestricted)		Liquid Cash	0.000%	1,036,792	1,036,792
-----		-----	-----	-----	-----
				\$ 49,718,546	\$ 49,718,546

Accrued Earnings for July, 2013	\$ 17,551.71
Cumulative Earnings FY2013	\$ 17,551.71

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

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

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 Coordinating Council (SCC) recommends the Board:

1. Award an on-call contract to Jacobs Engineering Group, Inc. (Jacobs) of Oakland, CA to provide program management oversight (PMO) services for a total not-to-exceed cost of \$10,500,000 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 one-year option terms with Jacobs, if in the best interest of the Peninsula Corridor Joint Powers Board (JPB) to do so, for a total not-to-exceed aggregate amount of \$7,000,000.

SIGNIFICANCE

Award of this contract will provide PMO services on an on-call basis. Approval of the above actions will benefit the JPB 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 JPB to purchase any specific level of service from the consultant.

BUDGET IMPACT

Work Directives issued under this contract will be funded by a mix of Federal, State, regional, and/or local grant revenues on a project basis. Funds for Work Directives will come from previous, current and future approved capital 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 JPB, the San Mateo County Transit District and San Mateo County Transportation Authority. The solicitation information was advertised in a newspaper of general circulation and on the JPB’s procurement website. Solicitation notices also were sent to small and disadvantaged business enterprises (DBEs). The JPB received two proposals.

An Evaluation Committee (Committee) composed of staff from the JPB 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 JPB. The amount of the current contract for the base term is not-to-exceed \$7.2 million with the total for the two option years not-to-exceed \$5.1 million.

Jacobs has complied with the JPB’s DBE Program requirements. Jacobs intends to perform this contract with a team of five sub-consultants, two of which are DBE firms.

Contract Officer: Evelyn Marcal	650.508.7958
Project Manager: Kelvin Yu, Manager, Project Controls	650.622.7853

RESOLUTION NO. 2013-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
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 \$10,500,000 FOR THREE YEARS**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited competitive proposals to furnish on-call program management oversight services; and

WHEREAS, in response to the JPB's Request for Proposals (RFP) two proposals were received; 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 JPB to award a contract to a single firm to provide program management oversight (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 Peninsula Corridor Joint Powers Board 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 \$10,500,000 and up to two one-year option terms at an aggregate not-to-exceed cost of \$7,000,000; and

BE IT FURTHER RESOLVED the Executive Director or his designee is authorized to execute a contract on behalf of the JPB 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 it is in the best interest of the JPB.

Regularly passed and adopted this 5th day of September, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

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 (SB) 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 (CMCG) 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 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.

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**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-27-13**

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 - 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 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 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</p>	<p>Support</p>

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
		<p>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 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 Employment: social media.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading. 8/30/2013 #85 SENAT E 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>	

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State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
		This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last Amended on 5/1/2013	
AB 26 Bonilla D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	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>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. Last Amended on 6/25/2013</p>	
AB 153 Bonilla D	ASSEMBLY 2 YEAR 5/24/2013 - Failed	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and	

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
California Global Warming Solutions Act of 2006: offsets.	Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	<p>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>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</p>	Pending

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
		<p>bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law.</p> <p>This bill contains other related provisions and other existing laws. Last Amended on 5/28/2013</p>	
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>SENATE THIRD READING 8/12/2013 - Read second time. Ordered to third reading.</p> <p>8/30/2013 #123 SENATE ASSEMBLY 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>	<p>Watch Closely</p>
<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>8/30/2013 #4 ASSEMBLY UNFINISHED</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</p>	

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
	<p>BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>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. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. Last Amended on 8/12/2013</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</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>	

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Bill ID/Topic	Location	Summary	Position
	(4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair	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	
AB 410 Jones-Sawyer D Public employee health benefits: enrollment.	SENATE APPR. SUSPENSE FILE 6/24/2013 - 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	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. 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	

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State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
<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>	
<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</p>	

**Peninsula Corridor Joint Powers Board
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Bill ID/Topic	Location	Summary	Position
		county clerk. This bill contains other related provisions and other existing laws. Last Amended on 6/13/2013	
AB 431 Mullin D Regional transportation plan: sustainable communities strategy: funding.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/16/2013)	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. This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. This bill contains other existing laws. Last Amended on 4/15/2013	
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, 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	

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

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Bill ID/Topic	Location	Summary	Position
		each contractor and subcontractor, as specified, to provide this information.	
AB 466 Quirk-Silva D Federal transportation funds.	SENATE THIRD READING 8/26/2013 - Read second time. Ordered to third reading. 8/30/2013 #211 SENATE ASSEMBLY BILLS-THIRD 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	
AB 481 Lowenthal D High-speed rail.	ASSEMBLY CHAPTERED D 8/26/2013 - Chaptered by Secretary of State - Chapter 132, Statutes of 2013.	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.	Pending

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State Legislative Matrix as of 8-27-13**

Bill ID/Topic	Location	Summary	Position
		This bill contains other existing laws. Last Amended on 6/12/2013	
AB 515 Dickinson D Environmental quality: California Environmental Quality Act: judicial review.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 3/12/2013)	<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</p>	

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Bill ID/Topic	Location	Summary	Position
		agency's response to the alleged violation is inadequate. This bill contains other existing laws. Last Amended on 3/11/2013	
AB 528 Lowenthal D State Rail Plan and High-Speed Rail Authority business plan.	ASSEMBLY ENROLLMENT 8/22/2013 - Senate amendments concurred in. To Engrossing and Enrolling.	<p>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>	Pending
AB 543 Campos D California	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN).	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	

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

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Bill ID/Topic	Location	Summary	Position
		<p>Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. This bill contains other existing laws. Last Amended on 4/15/2013</p>	
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</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 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 fact-finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a fact-finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would 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 fact-finding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the fact-finding panel. Last Amended on 6/17/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 662 Atkins D</p> <p>Local government: redevelopment: successor agencies to redevelopment agencies.</p>	<p>SENATE APPR. SUSPENSE FILE 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>	
<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 non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last Amended on 4/9/2013</p>	
<p>AB 749</p>	<p>ASSEMBLY 2 YEAR</p>	<p>Existing law, until January 1, 2017, authorizes the Department of</p>	

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Bill ID/Topic	Location	Summary	Position
<p>Gorell R</p> <p>Public-private partnerships.</p>	<p>5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)</p>	<p>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>	
<p>AB 756 Melendez R</p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)</p>	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, special district, or state government or contracted out to a private entity by the special district or local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying</p>	

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		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	
AB 797 Gordon D Transit districts: contracts.	ASSEMBLY ENROLLMENT 8/26/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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>	Watch Closely
AB 822 Hall D Local government retirement plans.	SENATE APPR. SUSPENSE FILE 8/13/2013 - In committee: Placed on APPR. suspense file. 8/30/2013 Upon adjournment of session, John L. Burton Hearing Room (4203) SENATE APPRO	<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</p>	

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	PRIATIONS SUSPENSE, DE LEÓN, Chair	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	
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)	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. 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.	
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)	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	

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		<p>jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the Federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for Federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the Federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under Federal law.</p>	
<p>AB 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</p>	

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		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	
AB 935 Frazier D San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)	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. This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013	Support
AB 953 Ammiano D California Environmental Quality Act.	ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)	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	

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		<p>project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1002</u> <u>Bloom D</u></p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
		appropriation by the Legislature, for specified purposes. This bill contains other existing laws. Last Amended on 4/23/2013	
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.</p>	

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<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>The bill would make other related changes. Last Amended on 4/3/2013</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. This bill contains other related provisions. Last Amended on 8/14/2013</p>	
<p>AB 1181 Gray D</p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>ASSEMBLY ENROLLED 8/26/2013 - Enrolled and presented to the Governor at 4:15 p.m.</p>	<p>The Meyers-Millas-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>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p>	<p>SENATE APPR. SUSPENSE FILE 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 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>	
<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>	

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Bill ID/Topic	Location	Summary	Position
		<p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate moneys from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make those moneys available to the state board for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in the state. The bill would require the implementation of these provisions be contingent on the appropriation of moneys by the Legislature for these purposes. Last Amended on 5/7/2013</p>	
<p>AB 1380 Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>ASSEMBLY ENROLLED 8/26/2013 - Enrolled and presented to the Governor at 4:15 p.m.</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</p>	

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Bill ID/Topic	Location	Summary	Position
		would except retirement systems established under CERL from specified provisions of PEPPA concerning the calculation and adjustment of contribution rates. This bill contains other existing laws. Last Amended on 6/18/2013	
ACA 8 Blumenfield D Local government financing: voter approval.	SENATE G. & F. 7/10/2013 - In committee: Hearing postponed by committee.	<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>	
SB 1 Steinberg D Sustainable Communities Investment Authority.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file. 8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, GATTO, Chair	<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</p>	Support

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Bill ID/Topic	Location	Summary	Position
		Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws. Last Amended on 8/5/2013	
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPR OPRIATIONS SUSPENSE, GATTO, 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. 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</p>	Support

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		<p>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 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. This bill contains other related provisions and other existing laws. Last Amended on 8/6/2013</p>	
<p>SB 13 Beall D Public employees' retirement</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</p>	

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benefits.	8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, GATTO, Chair	<p>benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for non-safety and safety members. The bill would clarify the application of PEPPRA 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 PEPPRA. This bill contains other related provisions and other existing laws. Last Amended on 2/6/2013</p>	
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY THIRD READING 8/26/2013 - Read third time and amended. Ordered to third reading.</p> <p>8/30/2013 #63 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</p>	

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Bill ID/Topic	Location	Summary	Position
		<p>plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. Last Amended on 8/26/2013</p>	
<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>8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GATTO, Chair</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</p>	

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		<p>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. Because the bill would make a knowing violation of these requirements a crime, and would otherwise impose new duties upon local agencies administering the program, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. 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>	
<p>SB 110 DeSaulnier D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task</p>	<p>SENATE ENROLLMENT 8/26/2013 - Urgency clause adopted. Assembly amendments concurred in. (Ayes 37. Noes 0.) Ordered to engrossing and</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-</p>	

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Force.	enrolling.	<p>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>	
SB 142 DeSaulnier D Public transit.	ASSEMBLY THIRD READING 8/26/2013 - Read second time. Ordered to third reading. 8/30/2013 #125 ASSE MBLY SENATE THIRD	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.	Support

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	READING FILE	This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2013	
SB 230 Knight R Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	<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>	
SB 232 Monning D Private employment: public transit employees.	ASSEMBLY APPR. SUSPENSE FILE 8/14/2013 - Set, first hearing. Referred to APPR. suspense file. 8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPR	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	

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	OPRIATIONS SUSPENSE, GATTO, Chair		
SB 408 De León D Transportation funds.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
SB 425 DeSaulnier D Public works: the Public Works Peer Review Act of 2013.	SENATE ENROLLMENT 8/26/2013 - In Senate. Ordered to engrossing and enrolling.	<p>Existing law defines a public work as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state; or of any political subdivision or district thereof, and public transportation demonstration projects, as specified.</p> <p>This bill would allow a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group, as defined, and would require the administering agency, if a peer review group is established, to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group. Last Amended on 5/7/2013</p>	Pending

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<p>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p>	<p>ASSEMBLY INACTIVE FILE 8/8/2013 - Ordered to inactive file on request of Assembly Member Atkins.</p>	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, also known as an EIR, on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws. Last Amended on 4/3/2013</p>	
<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</p>	

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<p>SB 556 Corbett D</p> <p>Agency: ostensible: nongovernmental entities.</p>	<p>ASSEMBLY THIRD READING 8/26/2013 - Read third time and amended. Ordered to third reading.</p> <p>8/30/2013 #61 ASSE MBLY SENATE THIRD READING FILE</p>	<p>CEQA.</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 logo, as defined, 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. Last Amended on 8/26/2013</p>	<p>Oppose</p>
<p>SB 557 Hill D</p> <p>High-speed rail.</p>	<p>SENATE ENROLLMENT 8/26/2013 - In Senate. Ordered to engrossing and enrolling.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes.</p>	<p>Support</p>

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		<p>The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. Last Amended on 5/2/2013</p>	
<p>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>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</p>	

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		<p>online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 5/28/2013</p>	
<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</p>	<p>Support</p>

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		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	
SB 633 Pavley D CEQA.	ASSEMBLY APPR. 8/14/2013 - Set, first hearing. Hearing canceled at the request of author.	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	

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		<p>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>	
<p>SB 648 Corbett D</p> <p>Electronic cigarettes: restriction of use and advertising.</p>	<p>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>	<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</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPR OPRIATIONS SUSPENSE, GATTO, Chair</p>	<p>Amended on 8/5/2013</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. 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 specified notice of the availability</p>	<p>Watch Closely</p>

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Bill ID/Topic	Location	Summary	Position
		<p>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 - Assembly amendments concurred in. (Ayes 37. Noes 0.) Ordered to engrossing and enrolling.</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. Last Amended on 6/17/2013</p>	<p>Watch Closely</p>
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>SENATE 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/24/2013)</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
		<p>Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/2/2013</p>	
<p>SB 787 Berryhill R</p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)</p>	<p>The California Environmental Quality Act , or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report , or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead</p>	

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Bill ID/Topic	Location	Summary	Position
		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	
SB 788 Committee on Transportation and Housing Transportation.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file. 8/30/2013 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPR OPRIATIONS SUSPENSE, GATTO, Chair	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 8/14/2013	
SB 791 Wyland R Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral. This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This	Oppose

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		bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. Last Amended on 4/4/2013	
SB 792 DeSaulnier D Regional entities: Bay Area.	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>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</p>	

**Peninsula Corridor Joint Powers Board
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Bill ID/Topic	Location	Summary	Position
		committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/14/2013	
SB 798 De León D California Green Infrastructure Bank Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)	<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>	
SCA 4 Liu D	SENATE T. & H. 8/20/2013 - Set for hearing August 27.	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	Support

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Bill ID/Topic	Location	Summary	Position
Local government transportation projects: special taxes: voter approval.	8/27/2013 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	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 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, non-substantive changes. Last Amended on 5/21/2013	
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 TRANSPORTATION 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, non-substantive changes. Last Amended on 5/21/2013	Support
SCA 9 Corbett D Local government:	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	

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Bill ID/Topic	Location	Summary	Position
economic development: special taxes: voter approval.		<p>entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements . The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	
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, non-substantive changes. Last Amended on 5/21/2013</p>	Support

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

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

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the 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

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