

**STA Legislative Bill Matrix  
as of 3/1/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41 Hill D</a> High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE THIRD READING FILE</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified. This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last Amended on 2/15/2012</b></p>	
<p><a href="#">AB 57 Beall D</a> Metropolitan Transportation Commission.</p>	<p>SENATE 2-YEAR 7/8/2011 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. &amp; H. on 6/2/2011)</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last Amended on 5/19/2011</b></p>	<p><b>Support 5/11/11</b></p>
<p><a href="#">AB 345 Atkins D</a> Vehicles: traffic control device uniform standards: advisory committee.</p>	<p>SENATE INACTIVE FILE 9/1/2011 - Ordered to inactive file at the request of Senator Kehoe.</p>	<p>Existing law requires the Department of Transportation to consult with local agencies before adopting rules and regulations prescribing uniform standards and specifications for official traffic control devices. This bill would additionally require the department to establish, after consulting with groups representing users of streets, roads, and highways, a specified committee to advise the department, and to hold public hearings regarding all of the above. The bill would require the committee to include various representatives, including representatives from organizations representing the interests of non-motorized users of the highway. <b>Last Amended on 6/29/2011</b></p>	

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<a href="#">AB 441</a> <a href="#">Monning D</a>  State planning.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission , by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. <b>Last Amended on 1/23/2012</b>	
<a href="#">AB 485</a> <a href="#">Ma D</a>  Infrastructure financing.	SENATE INACTIVE FILE 9/7/2011 - Ordered to inactive file at the request of Senator Wolk.	The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 6/29/2011</b>	
<a href="#">AB 492</a> <a href="#">Galgiani D</a>  High-Speed Rail Authority.	SENATE RLS. 6/27/2011 - From committee chair, with author's amendments.	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. This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. <b>Last Amended on 6/27/2011</b>	
<a href="#">AB 710</a> <a href="#">Skinner D</a>  Local planning: infill and transit-oriented development.	SENATE INACTIVE FILE 9/9/2011 - From inactive file. Read third time. Refused passage. (Ayes 18. Noes 19. Page 2474.).	The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. <b>Last Amended on 8/18/2011</b>	

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<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification. <b>Last Amended on 1/11/2012</b></p>	
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would , until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use . <b>Last Amended on 1/13/2012</b></p>	
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. &amp; F. 2/2/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed. This bill would decrease those rates to 1/8 of 1%. <b>Last Amended on 1/4/2012</b></p>	

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<p><a href="#"><u>AB 1191</u></a> <a href="#"><u>Huber D</u></a></p> <p>Local government finance.</p>	<p>SENATE G. &amp; F. 2/16/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>Existing 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 requires that each jurisdiction 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. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. <b>Last Amended on 1/23/2012</b></p>	
<p><a href="#"><u>AB 1444</u></a> <a href="#"><u>Feuer D</u></a></p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project. This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	
<p><a href="#"><u>AB 1448</u></a> <a href="#"><u>Furutani D</u></a></p> <p>Home-to-school transportation: appropriation.</p>	<p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation. This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011. This bill contains other related provisions and other existing laws.</p>	

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<a href="#">AB 1455</a> <a href="#">Harkey R</a>  High-speed rail.	ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.	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. 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 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. <b>Last Amended on 2/9/2012</b>	
<a href="#">AB 1523</a> <a href="#">Perea D</a>  Preapprenticeship training program: high-speed rail.	ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E.	Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in preapprenticeship programs that will lead to direct referrals to building trades unions, as specified.	
<a href="#">AB 1532</a> <a href="#">John A. Pérez D</a>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.	ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.	
<a href="#">AB 1535</a> <a href="#">Halderman R</a>  Highway signs: high occupancy vehicle lanes.	ASSEMBLY TRANS	Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use. This bill would require the department or local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes. This bill contains other related provisions and other existing laws.	

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<p><a href="#"><u>AB 1549</u></a> <a href="#"><u>Gatto D</u></a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY L. GOV. 2/2/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process. This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 1570</u></a> <a href="#"><u>Perea D</u></a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. 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.</p>	

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<p><a href="#">AB 1574</a> <a href="#">Galgiani D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, 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 in general obligation bonds for high-speed rail and related purposes. This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares. The bill would enact other related provisions.</p>	
<p><a href="#">AB 1606</a> <a href="#">Perea D</a></p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 2/17/2012 - Referred to Com. on P.E., R. &amp; S.S.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. This bill would instead authorize the employee organization, if the parties are unable to effect settlement of the controversy within 30 days after the appointment of a mediator, or if the dispute was not submitted to mediation within 30 days after the date that either party provided the other with written notice of a declaration of impasse, to request that the parties' differences be submitted to a fact-finding panel. The bill would also specify that its provisions are intended to be technical and clarifying of existing law.</p>	
<p><a href="#">AB 1627</a> <a href="#">Dickinson D</a></p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY B.,P. &amp; C.P. 2/23/2012 - Referred to Coms. on B., P. &amp; C.P. and NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings. The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards. This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 1645</a> <a href="#">Norby R</a></p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p>	
<p><a href="#">AB 1665</a> <a href="#">Galgiani D</a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY NAT. RES. 2/23/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1671</a> <a href="#">Huffman D</a></p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY B.,P. &amp; C.P. 2/23/2012 - Referred to Com. on B., P. &amp; C.P.</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor. This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	
<p><a href="#">AB 1702</a> <a href="#">Logue R</a></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. This bill would make a technical, non-substantive change to these provisions.</p>	
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: unladen weight.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, for purposes of the Vehicle Code, specifies that the "unladen weight" of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with 5 gallons of gasoline or equivalent weight of other motor fuel, equipment required by law, except as provided, and any special cabinets, boxes, or body parts permanently attached to the vehicle, and any machinery, equipment, or attachment that is attendant to the efficient operation of the body or vehicle. This bill would additionally include batteries among those items included as the basis for determining the unladen weight of a vehicle.</p>	

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<p><a href="#"><u>AB 1722</u></a> <a href="#"><u>Alejo D</u></a></p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY PRINT 2/17/2012 - From printer. May be heard in committee March 18.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways. This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.</p>	
<p><a href="#"><u>AB 1770</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY PRINT 2/21/2012 - From printer. May be heard in committee March 22.</p>	<p>Existing law 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 defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 1778</u></a> <a href="#"><u>Williams D</u></a></p> <p>Local transportation funds.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session. This bill, with respect to Ventura County, would instead require the Ventura County Transportation Commission to submit the above-referenced report by January 31, 2013, thereby imposing a state-mandated local program. The bill would provide that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014, unless a legislative proposal in the report is enacted and implemented by June 30, 2013, with respect to a different allocation of revenues.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1780</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p>	
<p><a href="#"><u>AB 1783</u></a> <a href="#"><u>Perea D</u></a></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY PRINT May be heard in committee March 23.</p>	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services and establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences. This bill would provide that a small business shall be certified as a small business, for purposes of those preferences, without the submission of supporting documentation and would require the certified small business to produce that documentation upon request of the Department of General Services or the awarding state agency.</p>	
<p><a href="#"><u>AB 1804</u></a> <a href="#"><u>Valadao R</u></a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified. This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements.</p>	
<p><a href="#"><u>AB 1890</u></a> <a href="#"><u>Solorio D</u></a></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway. A violation of these provisions is an infraction. This bill would require a motorcyclist to instead use any one of 4 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1916</a> <a href="#">Buchanan D</a></p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. The 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. The CEQA prescribes certain requirements for the review of draft EIRs, as specified. This bill would make various technical, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	
<p><a href="#">AB 1924</a> <a href="#">Buchanan D</a></p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. This bill would make various technical, nonsubstantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	
<p><a href="#">AB 1960</a> <a href="#">Dickinson D</a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law governing public contracts requires the Department of Transportation to establish and administer a computerized databank containing a list of certified minority, women, and disadvantaged business enterprises. This bill would require the Department of Transportation to include, in that databank, lesbian, gay, bisexual, and transgender businesses.</p>	
<p><a href="#">AB 2052</a> <a href="#">Buchanan D</a></p> <p>Environmental quality: CEQA.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. 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 provides for the judicial review of a lead agency's decision to certify an EIR.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2163</a> <a href="#">Knight R</a></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend indefinitely the use of the alternative method for the preparation of the record of proceedings and the alternative judicial review procedures. The bill would expand projects that would be eligible for those alternative processes to include, among others, commercial development projects exceeding 125,000 square feet, residential development projects exceeding 50 units, and projects with over 20 acres of cultivated development. The bill would repeal the requirements that the project will result in a minimum investment of \$100,000,000, be located in an infill site, and be certified by the Governor. The bill would instead require a residential, retail, commercial, sports, cultural, entertainment, or recreation use project that qualifies for these alternative processes to be designed to meet or exceed the standards for the CalGreen Tier 1 building as provided in the California Green Building Standard. Because this bill would expand the use of the alternative method for preparing the record of proceedings, this bill would impose a state-mandated local program.</p>	
<p><a href="#">AB 2173</a> <a href="#">Skinner D</a></p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval. This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/24/2012 - May be heard in committee March 25.</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles. This bill would state the intent of the Legislature to enact legislation relating to high-occupancy vehicle lanes.</p>	
<p><a href="#">AB 2245</a> <a href="#">Smyth R</a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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. This bill would also exempt a bikeway project undertaken by a city, county, or a city and county within an existing road right-of-way.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2247</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a></p> <p>Public transportation: offenses.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that evasion of the fare on a public transportation system is an infraction for the first or 2nd violation, punishable by a fine not to exceed \$250 and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment, and is a misdemeanor for the 3rd or subsequent violation, punishable by a fine of not more than \$400 or by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment. Specified public transportation agencies, including, but not limited to, the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority are authorized to enact and enforce ordinances providing that a person who is the subject of a citation for any of the acts described, such as fare evasion, on or in a facility or vehicle of the system for which the public transportation system has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding. This bill would make the above penalties and administrative process applicable to the sale or peddling of any goods, merchandise, property, or services of any kind on the facilities, vehicles, or property of the public transportation system, without the express written consent of the public transportation system or its duly authorized representative. Because this bill would create a new crime, the bill would impose a state-mandated local program.</p>	
<p><a href="#"><u>AB 2277</u></a> <a href="#"><u>Hueso D</u></a></p> <p>Adopt a Highway Program: courtesy signs.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that the Department of Transportation may enter into an agreement with a person or group to clean up litter alongside a section of state highway and to post a courtesy sign identifying the group who is providing the litter abatement services. This bill would require the department to notify and obtain the approval, as specified, of the local governing body which has jurisdiction over the area where a sign would be placed in order to post a courtesy sign identifying a group that is providing the litter abatement. The department would also be required to post the notice of the application on its Internet Web site for access by the public. The local governing body would have a specified time limit to act on the application request and the approval could not be unreasonably withheld.</p>	
<p><a href="#"><u>AB 2298</u></a> <a href="#"><u>Achadjian R</u></a></p> <p>Theft: scrap metal and alloys</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines and proscribes various forms of theft, including grand theft. This bill would express the intent of the Legislature to enact legislation to specifically proscribe the theft of ferrous and nonferrous scrap metals and metal alloys.</p>	
<p><a href="#"><u>AB 2360</u></a> <a href="#"><u>Solorio D</u></a></p> <p>Public contracts: public works: leasebacks.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law requires prevailing wages to be paid for construction work done under private contract when specified conditions exist.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2375</a> <a href="#">Knight R</a></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions. This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2382</a> <a href="#">Gordon D</a></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department. The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program.</p>	
<p><a href="#">AB 2405</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls, as specified. This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make nonsubstantive changes to the provisions.</p>	
<p><a href="#">AB 2489</a> <a href="#">Hall D</a></p> <p>Vehicles: license plates: alteration.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. A violation of this provision is an infraction. This bill would define "altered" to mean defacing the license plate in any manner designed to avoid visual or electronic capture of the license plate or its characters and would provide that "defacing" includes painting over or erasing the reflective coating of a license plate. By expanding the definition of an existing crime, the bill would impose a state-mandated local program. The bill would also increase the penalty to a misdemeanor punishable by a fine of not less than \$500.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2498</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 2581</u></a> <a href="#"><u>Conway R</u></a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles.</p>	
<p><a href="#"><u>ACA 23</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. 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.</p>	
<p><a href="#"><u>SB 46</u></a> <a href="#"><u>Correa D</u></a></p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection. This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. <b>Last Amended on 6/2/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 52</a> <a href="#">Steinberg D</a></p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. <b>Last Amended on 1/31/2012</b></p>	
<p><a href="#">SB 95</a> <b>Committee on Budget and Fiscal Review</b></p> <p>State cash resources.</p>	<p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2012</p>	<p>Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund. This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cash flow loans to the General Fund, as specified. <b>Last Amended on 1/30/2012</b></p>	
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. <b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">SB 783</a> <a href="#">Dutton R</a></p> <p>Special access: liability.</p>	<p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified. This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. <b>Last Amended on 6/6/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 829</a> <a href="#">Rubio D</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY RLS. 2/27/2012 - Re-referred to Com. on RLS.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified. This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the projects to be awarded by the city, state funding or financial assistance may not be used to support any projects awarded by the city, as specified. <b>Last Amended on 2/23/2012</b></p>	
<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies. This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. <b>Last Amended on 6/9/2011</b></p>	
<p><a href="#">SB 984</a> <a href="#">Simitian D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. 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.</p>	

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<p><a href="#">SB 985</a> <a href="#">La Malfa</a> R</p> <p>Transportation bonds.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Coms. on T. &amp; H. and GOV. &amp; F.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. 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, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	
<p><a href="#">SB 997</a> <a href="#">Strickland</a> R</p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p>	
<p><a href="#">SB 1076</a> <a href="#">Emmerson</a> R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE PRINT 2/15/2012 - From printer. May be acted upon on or after March 16.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill, until January 1, 2018, would require a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi). The bill, until January 1, 2018, would authorize automotive service providers to meet the requirements of the regulation without checking and inflating a vehicle's tire if that tire is determined to be an unsafe tire, as defined, or that tire has tire age, as specified. The bill would require the state board to adopt regulations on tire age if the National Highway Traffic Safety Administration publishes findings establishing a correlation between tire age and safety.</p>	

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<p><a href="#">SB 1102</a> <a href="#">DeSaulnier D</a></p> <p>State transportation improvement program.</p>	<p>SENATE PRINT 2/17/2012 - From printer. May be acted upon on or after March 18.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1117</a> <a href="#">DeSaulnier D</a></p> <p>California Transportation Commission: passenger rail planning.</p>	<p>SENATE PRINT 2/21/2012 - From printer. May be acted upon on or after March 19.</p>	<p>Existing law requires the California Transportation Commission to submit an annual report to the Legislature summarizing the prior year's transportation capital outlay appropriations and transportation issues facing the state. This bill would require the commission to also prepare a statewide passenger rail transportation plan.</p>	
<p><a href="#">SB 1149</a> <a href="#">DeSaulnier D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE PRINT 2/22/2012 - From printer. May be acted upon on or after March 23.</p>	<p>Existing law creates the Metropolitan Transportation Commission, a local transportation planning agency. This bill would delete these obsolete provisions.</p>	
<p><a href="#">SB 1189</a> <a href="#">Hancock D</a></p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE PRINT 2/23/2012 - From printer. May be acted upon on or after March 24.</p>	<p>Existing law, 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 that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified. This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.</p>	

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<p><a href="#"><u>SB 1214</u></a> <a href="#"><u>Cannella R</u></a></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE PRINT 2/23/2012 - From printer. May be acted upon on or after March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project.</p>	
<p><a href="#"><u>SB 1221</u></a> <a href="#"><u>Lieu D</u></a></p> <p>Air quality.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Under existing law, the State Air Resources Board coordinates efforts to attain and maintain ambient air quality standards, and conducts research into the causes of and solution to air pollution. This bill would state that it is the intent of the Legislature to enact legislation to ensure that adverse effects to public health from air pollution are minimized at regional sources, such as airports, ports, and highways.</p>	
<p><a href="#"><u>SB 1257</u></a> <a href="#"><u>Hernandez D</u></a></p> <p>Taxation: utility user tax: public transit vehicles.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, electricity, in the unincorporated area of the county. This bill would provide that no utility user tax shall be imposed under these provisions upon electricity consumed from an in-route fast charger, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.</p>	
<p><a href="#"><u>SB 1269</u></a> <a href="#"><u>Fuller R</u></a></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code.</p>	
<p><a href="#"><u>SB 1417</u></a> <a href="#"><u>Hancock D</u></a></p> <p>Local government.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</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.</p>	

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<p><a href="#">SB 1499</a> <a href="#">Anderson R</a></p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p><a href="#">SB 1512</a> <a href="#">Cannella R</a></p> <p>California Environmental Quality Act: litigation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment</p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Transportation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides various funding sources for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.</p>	
<p><a href="#">SB 1545</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area toll bridges.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority.</p>	

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<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified. This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p>	
<p><a href="#">SB 1566</a> <a href="#">Negrete</a> <a href="#">McLeod D</a></p> <p>Vehicle license fees: allocation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties. This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation.</p>	
<p><a href="#">SCA 7</a> <a href="#">Yee D</a></p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Held in committee.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. <b>Last Amended on 4/13/2011</b></p>	