

LEGISLATIVE HISTORY
2011 – 2012 State Legislative Session
May 11, 2012

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 16 (Perea) High-Speed Rail: Rolling Stock and Equipment Purchases	Requires the California High-Speed Rail Authority to make every effort to purchase high-speed train rolling stock and related equipment manufactured in the state, consistent with federal and state laws.	As Introduced	Senate Floor	
AB 41 (Hill) High-Speed Rail Authority: Conflicts of Interest	Adds members of the Board of Directors of the California 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. Specifies that each employee of a contractor or subcontractor to the High-Speed Rail Authority who serves in a peer review capacity is deemed to be a designated employee of the authority and, thus, is subject to the authority's conflict of interest code and to the various other restrictions that apply to designated employees of a state agency.	4/30/12	Senate Floor	
AB 57 (Beall) Metropolitan Transportation Commission: Governance	Adds two seats to the Metropolitan Transportation Commission (MTC) as follows: (1) one appointed by the mayor of San Jose from the San Jose City Council; and (2) one appointed by the mayor of Oakland from the Oakland City Council. Requires the MTC representative appointed by the Bay Conservation and Development Commission (BCDC) to be a member of the commission and a resident of San Francisco. Also requires the BCDC appointment to be approved by the mayor of San Francisco. Prohibits more than three members of MTC from being residents of the same county.	3/5/12	Senate Transportation and Housing Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 145 (Galgiani) High-Speed Rail Authority: Organizational Structure	<p>Places the California High-Speed Rail Authority within the Business, Transportation and Housing Agency. Requires the authority to establish policies directing the development and implementation of intercity high-speed train service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed train lines and associated feeder buses. Further specifies that the intercity network in turn shall be fully coordinated and connected with commuter train lines and urban transit systems developed by local agencies, through the use of common station facilities wherever possible. Requires the authority to do all of the following: (1) select the alignments for the routes of the state's high-speed train system; (2) advise the secretary of the Business, Transportation and Housing Agency concerning high-speed rail matters; (3) adopt criteria for the awarding of franchises; and (4) set fares or establish guidelines for the setting of fares. Requires the Governor's appointments to the authority to be confirmed by the Senate. For purposes of managing and administering the ongoing work of the authority in implementing the state's high-speed train project, allows the Governor, upon the recommendation of the authority's executive director, to appoint up to six additional individuals who would: (a) be exempt from civil service; and (b) serve at the pleasure of the executive director. Limits the Governor's authority in this regard to the following positions: (1) chief program manager; (2) up to three regional directors; (3) chief financial officer; and (4) director of risk management and project controls. Requires the authority to submit a business plan to the Legislature every two years. Requires the authority to submit a high-speed train capital program to the Legislature and Governor each even-numbered year.</p>	7/13/11	Senate Appropriations Committee	
AB 292 (Galgiani) High-Speed Rail Authority: Agricultural Advisory Committee	<p>Requires the California High-Speed Rail Authority to appoint an agricultural advisory committee consisting of nine members selected from a list of nominees recommended by the Department of Food and Agriculture. Specifies that the purpose of the committee is to advise the authority on the impact that the authority's policies, plans, practices, and procedures will have on the agricultural community. Requires the authority to consult with the committee prior to adopting any policy relevant to agriculture, and to reflect the comments of the committee in any related action item brought before the board of the authority. Requires the authority to provide written responses to the committee's comments.</p>	8/16/11	Senate Appropriations Committee	
AB 294 (Portantino) Transportation Projects: Procurement	<p>Until January 1, 2015, allows Caltrans to award design-sequencing contracts for the design and construction of not more than five transportation projects. Defines "design-sequencing" as a method of contracting that enables the sequencing of design activities to permit each construction phase to commence when design for that phase is complete, instead of requiring design for the entire project to be completed before commencing construction. Requires Caltrans to use department employees or consultants under contract with the department to perform all design services related to design-sequencing contracts authorized by this bill, consistent with Article XXII of the California Constitution. Requires Caltrans to use its own employees or its own consultants to perform all project development and construction inspection services for projects on the state highway system utilizing public-private partnerships or design-build contracting under SB 4 (Chapter 2, Statutes of 2009 Second Extraordinary Session).</p>	8/31/11	Senate Floor	Oppose

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AB 296 (Skinner) Cool Pavements Research and Implementation Act	By January 1, 2014, requires Caltrans to publish and make available a Cool Pavements Handbook that incorporates existing specifications, testing protocols and best practices for cool pavement use. Requires Caltrans to implement one or more cool pavement pilot projects, with the goal of completing the construction of those projects no later than January 1, 2015. By January 1, 2018, requires Caltrans to submit a report to the Legislature describing the results of the cool pavement pilot projects. Requires the report to also include the upfront and life-cycle costs, environmental benefits, energy savings, and durability of various pavement options.	6/21/11	Senate Appropriations Committee	
AB 343 (Atkins) Redevelopment Plans	Requires a redevelopment plan to be consistent with the regional sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization (MPO) pursuant to SB 375 (Steinberg).	6/14/11	Senate Governance and Finance Committee	
AB 345 (Atkins) Traffic Control Devices: Consultation	Requires Caltrans to consult with groups representing users of streets, roads and highways, including bicyclists, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit riders, and seniors, when adopting rules and standards for traffic control devices. Requires that any advisory committee that Caltrans establishes for the purpose of developing its traffic control devices include groups representing non-motorized interests of users of streets, roads and highways.	6/29/11	Senate Appropriations Committee	
AB 441 (Monning) Regional Transportation Plans: Health Issues	Requires the California Transportation Commission (CTC) to include voluntary health and health equity factors, strategies, goals, and objectives in its guidelines for the preparation of regional transportation plans (RTPs).	1/23/12	Senate Transportation and Housing Committee	

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AB 485 (Ma) Infrastructure Financing Districts: Transit Villages	<p>Allows for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and the issuance of bonds to implement a transit village development plan. Requires a transit village development plan utilizing an infrastructure financing district to do all of the following: (1) use at least 20 percent of all revenues derived from the infrastructure financing district to increase, improve and preserve the supply of low- and moderate-income affordable housing in the district for a period of at least 55 years for rental housing and 45 years for owner-occupied housing; (2) replace dwelling units at an affordable housing cost when specified dwelling units are destroyed or removed; and (3) include either an increased stock of affordable housing or live-travel options for transit-needy groups as one of its five demonstrable public benefits. Declares the intent of the Legislature that the development of transit village development districts throughout the state be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Eliminates the requirement for voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing district plan, and the issuance of bonds for implementing an infrastructure financing district plan. Specifies that the date on which an infrastructure financing district would cease to exist would not be more than 40 years from the date on which the city or county adopted the infrastructure financing district plan. Requires an infrastructure financing district to distribute an annual report to each owner of land within the district and each affected taxing entity. Requires the report to contain all of the following: (1) a summary of the district's expenditures; (2) a description of the progress made toward the district's adopted goals; and (3) an assessment of the status regarding completion of the district's public works projects.</p>	6/29/11	Senate Floor	Support
AB 492 (Galgiani) High-Speed Rail Contracts: Job Creation and Small Business Participation	<p>To the extent permitted by federal and state law, requires the California High-Speed Rail Authority to consider the creation of jobs and participation by small business enterprises in California when awarding major contracts, or when purchasing high-speed trains and related equipment and supplies. Requires the authority to appoint a small business enterprise advisory committee to provide comments and feedback on the implementation of the authority's small business enterprise policy in order to ensure proper oversight and accountability.</p>	6/27/11	Senate Rules Committee	
AB 710 (Skinner) Infill and Transit-Oriented Development: Parking Requirements	<p>Except as specified, prohibits a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of non-residential improvements and one parking space per unit of residential improvements for any new development project located in a transit intensive area.</p>	8/18/11	Senate Floor	
AB 812 (Ma) Recycled Asphalt	<p>Authorizes Caltrans to establish specifications for the use of reclaimed asphalt pavement (RAP) of up to 40 percent for hot mix asphalt mixes.</p>	1/12/12	Senate Transportation and Housing Committee	

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AB 819 (Wieckowski) Bikeways	Requires Caltrans to establish procedures for local agencies to be granted exceptions from the requirement in current law to use standard planning, design and construction features for bikeways, and standard signs, markers and traffic control devices for roadways where bicycle travel is permitted for purposes of research, experimentation, testing, evaluation, or verification.	5/8/12	Senate Transportation and Housing Committee	
AB 845 (Ma) Proposition 1A: Commuter and Urban Rail Funds	With regard to the \$950 million in Proposition 1A funds that are available for capital improvements to commuter rail lines and urban rail transit systems, requires the guidelines adopted by the California Transportation Commission (CTC) to determine the funding share for each eligible commuter rail and urban rail transit recipient by using the distribution factors gathered from the 2007 Data Tables of the National Transit Database of the Federal Transit Administration (FTA). Requires the CTC to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient. Requires the matching funds provided by the recipient to be from “non-state” funds, which are defined as local, federal and private funds, as well as state funds available to the recipient that are not subject to allocation by the CTC.	5/10/11	Senate Floor	Support
AB 890 (Olsen) CEQA Exemption: Roadway Improvements	Until January 1, 2016, exempts from the California Environmental Quality Act (CEQA) a project or activity to repair, maintain or make minor alterations to an existing roadway if all of the following conditions are met: (1) the project is initiated by a city or county to improve public safety; (2) the project does not cross a waterway; and (3) the project involves negligible or no expansion of an existing use.	1/13/12	Senate Environmental Quality Committee	
AB 910 (Torres) Infrastructure Financing Districts: Affordable Housing and Economic Development	In addition to public capital facilities, allows an infrastructure financing district to be formed to finance affordable housing facilities and economic development projects. Eliminates the requirement for voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and the issuance of bonds if the district is being proposed to implement an affordable housing or economic development plan.	4/25/11	Senate Governance and Finance Committee	
AB 1092 (B. Lowenthal) High-Speed Rail Authority: Biannual Report to the Legislature	Beginning March 1, 2012, requires the California High-Speed Rail Authority to report biannually to the Legislature on the development and implementation of the state’s proposed high-speed rail project. Requires the report to include all of the following: (1) a summary describing the overall progress of the project; (2) the baseline budget for all project phase costs, by segment or contract, beginning with the authority’s 2009 Business Plan; (3) the current and projected budget, by segment or contract, for all project phase costs; (4) expenditures to date, by segment or contract, for all project phase costs; (5) a comparison of the current and projected work schedule and the baseline schedule contained in the authority’s 2009 Business Plan; (6) a summary of the milestones achieved during the prior year and milestones expected to be reached in the coming year; (7) any issues identified during the prior year and actions taken to address those issues; and (8) a thorough discussion of various risks to the project and steps taken to mitigate those risks.	As Introduced	Senate Rules Committee	

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AB 1229 (Feuer) GARVEE Bonds	Allows for federal highway grant anticipation notes (GARVEE bonds) to be issued for projects programmed by a regional transportation planning agency (RTPA) using its share of apportionments of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) dollars. Provides that no more than 50 percent of the state's GARVEE bonding capacity may be used for such projects. If an RTPA's share of STP and CMAQ funds is insufficient to repay the GARVEE bonds, allows the California Transportation Commission (CTC) to use State Transportation Improvement Program (STIP) dollars for the repayment to be counted against the county share for the county in which the project is located.	6/21/11	Senate Appropriations Committee	
AB 1444 (Feuer) CEQA: Record of Proceedings	At the request of a project applicant and subject to the project applicant's agreeing to bear the costs incurred by the lead agency, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation, adoption or certification of an environmental document for a project, as specified. With regard to a legal challenge filed against a lead agency's action pursuant to CEQA, requires the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. Sunsets the provisions of the bill on January 1, 2016.	5/1/12	Assembly Appropriations Committee	
AB 1448 (Furutani) Home-to-School Transportation Funding	Prohibits the Legislature from reducing funding for home-to-school transportation below the amount established in the Budget Act of 2011.	3/19/12	Assembly Appropriations Committee	
AB 1455 (Harkey) High-Speed Rail: Proposition 1A Bonds	Reduces the amount of general obligation bond debt authorized pursuant to Proposition 1A for high-speed rail purposes to the amount contracted as of January 1, 2013. Specifies that the provisions of the bill do not apply to Proposition 1A bond funds dedicated for intercity, commuter and urban passenger rail purposes.	2/9/12	Assembly Transportation Committee	
AB 1523 (Perea) Transportation for the 21 st Century Partnership Academies	Commencing with the 2013-14 school year, when funds become available for additional partnership academies, requires the superintendent of public instruction to issue grants for the establishment of partnership academies. Requires the superintendent of public instruction to give priority to partnership academies dedicated to educating pupils in transportation for the 21 st century until no less than one such academy has been established in each geographical area of the California High-Speed Rail Authority's planned 10 project sections. In order for a school district to be eligible for funding for a Transportation for the 21 st Century Partnership Academy, requires the coursework, and internship or pre-apprenticeship programs of the proposed academy to focus on the use of environmentally sound technologies and practices.	5/2/12	Assembly Appropriations Committee	

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AB 1532 (J. Perez) Cap-and-Trade Revenues	<p>Creates the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. Requires all revenues collected pursuant to a market-based compliance mechanism established to reduce greenhouse gas emissions under the California Global Warming Solutions Act of 2006 to be deposited into the account. Subject to appropriations by the Legislature, requires the California Air Resources Board (CARB) and any other state administrating agency to expend the funds in the account for measures and programs that would facilitate the achievement of feasible and cost-effective reductions of greenhouse gas emissions, and, where applicable and to the extent feasible, do all of the following: (1) maximize economic, environmental and public health benefits to the state; (2) foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses; (3) complement efforts to improve air quality; (4) direct investment toward the most disadvantaged communities in the state; and (5) provide opportunities for small businesses, schools, affordable housing associations, water agencies, local governments, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions. Provides that money in the Greenhouse Gas Reduction Account may be allocated for investments in any of the following: (1) clean and efficient energy; (2) low-carbon transportation and infrastructure, including public transportation; sustainable transportation and infrastructure development; programs for clean vehicles and the advancement of transportation technologies; advanced transportation and fueling infrastructure; and local and regional sustainable development efforts that are consistent with a sustainable communities strategy or alternative planning strategy adopted pursuant to SB 375; (3) natural resource protection; or (4) research, development and deployment of innovative technologies, measures and practices. Prohibits the state from allocating money from the account for a measure or program that is inconsistent with the California Supreme Court's decision in <i>Sinclair Paint Co. v. State Bd. of Equalization</i>. Requires CARB or any other state administering agency to allocate money from the account through competitive grants, revolving loans, loan guarantees, loans, or other appropriate funding measures to qualified recipients to reduce greenhouse gas emissions. Requires CARB to adopt guidelines regarding the allocation and allowable uses of money from the account. Every three years, requires CARB to adopt a proposed investment plan that identifies the anticipated expenditures of money appropriated from the account, and to submit that plan to the Legislature. Allows the Legislature to make changes to the proposed investment plan. Requires CARB to incorporate those changes into the plan and adopt a final investment plan at a public hearing. Requires the Legislature to include appropriations for the implementation of the final investment plan in the annual Budget Act.</p>	5/1/12	Assembly Appropriations Committee	
AB 1535 (Halderman) HOV Lanes: Signage	<p>If replacing signs designating high-occupancy vehicle (HOV) lane use in an area that allows motorcycles to use such lanes, requires Caltrans or a local authority to include language on the new signs stating that motorcycles are permitted in the HOV lanes.</p>	3/14/12	Assembly Appropriations Committee	
AB 1536 (Miller) Electronic Wireless Communications Devices	<p>Clarifies that a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send or read a text-based communication, unless the device is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send or listen to a text-based communication, and it is used in that manner while driving.</p>	5/3/12	Senate Rules Committee	

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AB 1570 (Perea) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Repeals the provisions of the bill on January 1, 2016, unless that date is deleted or extended through the enactment of subsequent legislation.	4/10/12	Assembly Appropriations Committee	
AB 1574 (Galgiani) High-Speed Rail: Organizational Structure	Places the California High-Speed Rail Authority within the Business, Transportation & Housing Agency. Requires the authority to establish policies directing the development and implementation of intercity high-speed train service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed train lines and associated feeder buses. Further specifies that the intercity network in turn shall be fully coordinated and connected with commuter train lines, urban transit systems and other transit services developed by local agencies, through the use of common station facilities whenever possible. Requires the authority to do all of the following: (1) select the alignments for the routes of the state's high-speed train system; (2) advise the secretary of the Business, Transportation & Housing Agency concerning high-speed rail matters; (3) adopt criteria for the awarding of franchises; and (4) set fares or establish guidelines for the setting of fares. Requires the Governor's appointments to the authority's Board of Directors to be confirmed by the Senate. For purposes of managing and administering the ongoing work of the authority in implementing the state's high-speed train project, allows the Governor, upon the recommendation of the authority's executive director, to appoint up to six additional individuals who would: (1) be exempt from civil service; and (2) serve at the pleasure of the executive director. Limits the Governor's ability in this regard to the following positions: (1) chief program manager; (2) up to three regional directors; (3) chief financial officer; and (4) director of risk management and project controls. Requires the High-Speed Rail Authority to conduct a salary survey to determine the compensation for the executive director and these additional officers, and requires their salaries to be approved by the Department of Personnel Administration. Requires the authority to submit a business plan to the Legislature every two years. Requires the authority to submit a high-speed train capital program to the Legislature and Governor each even-numbered year.	As Introduced	Assembly Transportation Committee	
AB 1618 (Galgiani) High-Speed Rail: Workforce Education Needs	Requires the California High-Speed Rail Authority to consult with the University of California, the California State University and the California Community Colleges to determine how the state can best meet the educational needs for the future high-speed rail design, construction, operations, and maintenance workforce. Requires the High-Speed Rail Authority to seek federal funding for this purpose. Requires the High-Speed Rail Authority to report to the Governor and Legislature on this matter by July 1, 2014.	5/1/12	Assembly Appropriations Committee	
AB 1627 (Dickinson) Vehicle Miles Traveled	By January 1, 2014, requires the Office of Planning and Research to prepare and make available a manual designed to be used by local agencies and project developers to evaluate and incorporate measures and strategies to reduce vehicle miles traveled in new residential and commercial building projects.	4/10/12	Assembly Business, Professions and Consumer Protection Committee	

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AB 1633 (Wagner) Public Employees' Retirement: Maximum Allowable Benefits	Prohibits the retirement benefit paid to a member of any public retirement system whose service is not included in the federal Social Security System from exceeding \$100,000. Prohibits the retirement benefit paid to a member of any public retirement system whose service is included in the federal Social Security System from exceeding \$80,000. Allows those amounts to be adjusted annually using the Consumer Price Index. Specifies that the provisions of the bill apply to a public employee who is first employed by a public agency and becomes a member of any public retirement system on or after January 1, 2013.	As Introduced	Assembly Rules Committee	
AB 1639 (Hill) Public Employees' Retirement: Determination of Benefits	For purposes of determining a retirement benefit paid to a person who first becomes a member of a public retirement system on or after January 1, 2013, prohibits that the maximum salary, compensation or pay rate taken into account under the plan for any year from exceeding the amount permitted to be taken into account under federal Internal Review Code.	As Introduced	Assembly Rules Committee	
AB 1645 (Norby) Naming of State Highways	Transfers the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission (CTC).	As Introduced	Assembly Transportation Committee	
AB 1655 (Dickinson) State Public Employees' Bill of Rights Act	Enacts the Public Employees' Bill of Rights Act. Specifies various rights and terms of employment for state public employees. Among other things, provides that state employees shall be entitled to priority over contractors in filling permanent, overtime and on-call positions.	3/20/12	Assembly Appropriations Committee	
AB 1665 (Galgiani) CEQA Exemption: Railroad Crossings	Exempts from the California Environmental Quality Act (CEQA) the closure of a railroad grade crossing by order of the California Public Utilities Commission (CPUC), if commission finds that the crossing presents a threat to public safety.	4/18/12	Assembly Appropriations Committee	
AB 1706 (Eng) Public Transit Bus Weight Limit	Suspends the enforcement of the 20,500 pound single axle weight limit for public transit buses in the Vehicle Code until January 1, 2016. Between January 1, 2013, and January 1, 2016, prohibits a public transit agency from procuring a new bus whose gross weight on any one axle exceeds 22,400 pounds. Specifies that this prohibition does not apply to any solicitation for new buses that has been issued prior to or is pending as of January 1, 2013. Requires the secretary of the Business, Transportation & Housing Agency (BT&H) to convene a task force to oversee the preparation of a report that would recommend strategies relative to: (a) measuring and enforcing public transit bus weight limits; (b) designing and manufacturing public transit buses; and (c) updating and utilizing the most effective and efficient pavement design standards for highways and streets/roads to ensure the sustainability of the state's multimodal transportation network. Requires this report to be submitted to the Legislature by January 1, 2015. Appropriates an unspecified amount of funds from the Public Transportation Account and an unspecified amount of vehicle weight fee revenues from the State Highway Account for purposes of preparing the report.	4/30/12	Assembly Appropriations Committee	Support

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AB 1722 (Alejo) Changeable Roadside Message Signs	Prior to June 30, 2013, requires Caltrans to update its internal policies to allow displays of the following types of messages on changeable roadside message signs: (1) safety messages; (2) transportation-related messages; (3) reminders to register to vote; and (4) reminders to vote as elections approach.	4/9/12	Assembly Transportation Committee	
AB 1770 (B. Lowenthal) California Transportation Financing Authority	Makes rail rolling stock procurements eligible for financing through the California Transportation Financing Authority.	As Introduced	Senate Rules Committee	
AB 1779 (Galgiani) Intercity Rail Agreements: San Joaquin Corridor	Creates the San Joaquin Joint Powers Authority (JPA). Authorizes Caltrans to enter into an agreement to transfer to the JPA all responsibility for administering the San Joaquin Corridor Intercity Rail Service. Requires this interagency agreement to be executed by December 31, 2013. As a condition of entering into an operating agreement with the JPA to provide intercity passenger rail service, requires a contractor to agree that its labor relations will be governed by the federal Railway Labor Act. With regard to the San Joaquin Corridor, provides that local resources shall not be available for expenditure to offset any redirection, elimination, reduction, or reclassification of state resources for operating intercity passenger rail services.	4/19/12	Assembly Appropriations Committee	
AB 1780 (Bonilla) Project Study Reports (PSRs)	Requires project study reports (PSRs) or equivalent planning documents for state highway projects to include a cost estimate, schedule and other information at a level deemed necessary to form a sound basis for the commitment of future state funding and project delivery. For a state highway project that is in an adopted regional transportation plan (RTP), a voter-approved county sales tax measure expenditure plan or other voter-approved transportation program, provides that Caltrans' costs for review and approval of the applicable PSR or equivalent planning document shall be at the department's expense. For other projects, requires the local entity performing the work to reimburse Caltrans for the costs for reviewing and approving the PSR or equivalent planning document. Allows a local entity to prepare a PSR or equivalent planning document at its own expense if Caltrans cannot complete it in a timely manner.	3/29/12	Assembly Appropriations Committee	Support
AB 1831 (Dickinson) Local Agencies: Hiring Practices	Prohibits a local agency from inquiring into or considering the criminal history of an applicant, or including any inquiry about criminal history on any initial employment application. Allows a local agency to inquire into or consider an applicant's criminal history after his or her qualifications have been screened, and the agency has determined that the applicant meets the minimum employment requirements, as stated in any notice issued for the positions. Specifies that the provisions of the bill do not apply to a position for which a local agency is otherwise required by law to conduct a criminal background check or to any position within a criminal justice agency.	4/26/12	Senate Floor	

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AB 1890 (Solorio) Toll Highways: Motorcycles	If using a transponder or other electronic toll payment device to lawfully enter a vehicle crossing or toll highway, requires a motorcyclist to do one of the following as long as the transponder or device is able to be read by the toll operator's detection equipment: (a) place the transponder or other electronic toll payment device in his or her pocket; (b) place the transponder or other electronic toll payment device inside a cycle net that drapes over the gas tank of the motorcycle; (c) mount the transponder or other electronic toll payment device on license plate devices provided by the toll operator, if the toll operator provides such devices; (d) keep the transponder or other electronic toll payment device in the glove or storage compartment of the motorcycle; or (e) mount the transponder or other electronic toll payment device on the windshield of the motorcycle.	5/3/12	Senate Transportation and Housing Committee	
AB 1915 (Alejo) Safe Routes to School Program	Allows up to 10 percent of funding under the state's Safe Routes to School Program to be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops that are located outside the vicinity of schools.	3/26/12	Senate Floor	
AB 1971 (Buchanan) Copper Theft Involving Public Transit Property	Clarifies that the theft or attempted theft of copper resulting in damage to public transit property and facilities; public parks property and facilities; and public utilities and water property and facilities constitutes vandalism. Increases the maximum fine from \$250 to \$1,000 for a person who knowingly buys copper without verifying that it has been legally obtained.	4/30/12	Assembly Floor	Support
AB 1989 (Carter) State Parks: Bicycle Facilities	Beginning July 1, 2013, imposes a surcharge on every retailer for the privilege of selling a new bicycle in California at the rate of \$2 per new bicycle. Requires the revenues generated by this surcharge to be deposited into the State Park Bicycle Facilities Fund. Upon appropriation by the Legislature, requires the Department of Parks and Recreation to use 60 percent of the surcharge revenues to: (1) establish a local assistance program to distribute grants, on a competitive basis, to local jurisdictions and non-profit organizations for the creation or maintenance of bicycle trails and paths, and related signage and facilities; and (2) encourage joint partnership projects between two or more entities. Requires the department to use 40 percent of the surcharge revenues to pay for maintenance of the following within units of the state park system: (1) bicycle trails and paths; (2) signage with respect to bicycle trails and paths; and (3) bicycle facilities, including bicycle parking facilities.	4/18/12	Assembly Water, Parks and Wildlife Committee	

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AB 2144 (J. Perez) Infrastructure and Revitalization Financing Districts	Changes the name “infrastructure financing district” to “infrastructure and revitalization financing district.” Expands the list of projects that a district may finance to include: (1) watershed land used for the collection and treatment of water for urban uses; (2) flood management; (3) habitat restoration; (4) brownfields restoration and other environmental mitigation; (5) purchase of land and property for development purposes and related site improvements; (6) acquisition, construction or repair of housing for rental or purchase, including multipurpose facilities; (7) acquisition, construction or repair of commercial or industrial structures for private use; (8) projects on a former military base; and (9) projects that implement a sustainable communities strategy prepared pursuant to SB 375. Deletes the prohibition on a district’s including any portion of a redevelopment project area, and allows a district to finance projects in such areas. Authorizes the creation of a district, adoption of a financing plan, and the issuance of bonds for implementing a financing plan with a 55 percent, rather than a two-thirds, vote. Allows a district to be created for up to 40, rather than 30, years. Allows a district to issue debt with a final maturity date of up to 30 years.	4/16/12	Assembly Appropriations Committee	
AB 2147 (Cedillo) Automated Rail and Fixed Guideway Enforcement Systems	Allows a governmental agency to equip a railroad or fixed guideway crossing with an automated enforcement system that photographically records the presence of a vehicle that enters into a gated or ungated crossing, if the system is identified by signs that are visible to traffic approaching from each direction. Specifies the procedures to be used by a governmental agency for the processing of a notice of violation based on evidence from an automated rail or fixed guideway enforcement system.	3/29/12	Assembly Transportation Committee	
AB 2163 (Knight) Jobs and Economic Improvement Through Environmental Leadership Act of 2011	Makes several changes to the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, which established streamlined procedures for the judicial review of the environmental impact report (EIR) and approvals granted for so-called “environmental leadership development projects.” Expands the list of environmental leadership development projects that would be eligible for the streamlined procedures under the act to include: (a) commercial development projects exceeding 125,000 square feet; (b) residential development projects exceeding 50 units; and (c) recreational use projects with more than 20 acres of cultivated development. Repeals the requirements that an environmental leadership development project must result in a minimum investment of \$100 million, be located in an infill site and be certified by the Governor. Requires a project eligible for the streamlined procedures under the act to be designed to meet or exceed the standards for the CalGreen Tier 1 building as provided in the California Green Building Standard.	As Introduced	Assembly Natural Resources Committee	
AB 2173 (Skinner) MTC: Regional Gas Tax	Makes several changes to the existing authority of the Metropolitan Transportation Commission (MTC) to impose a regional gas tax. Specifically, allows MTC to submit a proposed ballot measure for a regional gas tax to the voters of one or more counties in the Bay Area, rather than to all nine counties in the region. Allows the tax to be levied at a rate that may vary from year to year, but may not exceed 10 cents per gallon. Provides that the ballot measure shall be identified, worded and described in a manner determined by MTC. Enacts new provisions authorizing MTC to issue bonds secured by all or a portion of net regional gas tax revenues. Provides that interest earned on any of these bonds is free from state personal and corporate income taxes.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2192 (Miller) Motor Vehicles: Confidential Home Addresses	Requires a person who requests the confidentiality of his or her home address to provide the Department of Motor Vehicles (DMV) with a current employment address for purposes of processing the service and collection of a traffic, parking or toll road violation. Requires a person who has requested such confidentiality to notify the DMV of any change in his or her employment address within 10 days. Requires the DMV to refuse to renew the registration of a vehicle owned or leased by such person if: (a) the person has been mailed a notice of delinquent parking violation or a failure to pay a traffic citation; (b) the processing agency has filed or electronically transmitted to the department an itemization of the unpaid parking or traffic citation penalty, including the administrative fee; and (c) the person has not paid the penalty and administrative fee.	3/29/12	Assembly Appropriations Committee	
AB 2200 (Ma) High-Occupancy Vehicle Lanes: I-80 Corridor	If consistent with the State Implementation Plan (SIP) for the Bay Area adopted pursuant to the federal Clean Air Act, suspends the hours of operation for highway lanes designated for high-occupancy vehicles (HOVs) in the I-80 Corridor within the jurisdiction of the Metropolitan Transportation Commission (MTC) during the reverse commute direction. Sunsets the provisions of the bill on January 1, 2020.	5/1/12	Assembly Appropriations Committee	
AB 2224 (Smyth and Conway) Public Employees' Retirement	Makes various changes to state statutes pertaining to public employee pensions. For all public employees: (1) prohibits any enhancement to an employee's retirement formula or benefit from being applied to any service performed prior to the operative date of the enhancement; (2) requires public employees to contribute at least one half of the annual actuarially determined normal costs of any defined benefit plan or component; (3) prohibits a public employer from paying on behalf of an employee any of his or her required employee contribution; and (4) prohibits a public retirement system from allowing the purchase of non-qualified, additional retirement service credit, however that service credit may be denominated. Requires a public employer to offer to its employees first hired on and after July 1, 2013, only a hybrid pension plan made available by the public retirement system. Requires such a hybrid pension plan to: (1) consist of a defined benefit component, a defined contribution component or alternative plan component; and (2) be designated with the goal of providing annually during retirement replacement income of 75 percent of a public employee's final compensation, based on a full career in public service. Defines "full career in public service" to mean 30 years of credited service and a normal retirement age of 57 for public employees in safety member classifications and 35 years of credited service and a normal retirement age of 67 for all other public employees. For a defined benefit for retirement for public employees hired on and after January 1, 2013, requires final compensation to be calculated using the employee's highest average pay rate during at least a consecutive 36-month period of service, not including bonuses, unplanned overtime, severance pay, or payments for accrued vacation, sick leave or leave of any form. Provides that the provisions of this bill shall become operative on January 1, 2013, only if SCA 18 is approved by the voters at the November 6, 2012, statewide general election.	As Introduced	Assembly Rules Committee	
AB 2231 (Fuentes) Sidewalk Repairs	Requires cities and counties to repair any sidewalk out of repair or pending reconstruction if: (a) the sidewalk is owned by the local entity; or (b) the repairs are required as a result of damage caused by plants or trees. Prohibits cities and counties from imposing an assessment for these sidewalk repairs against the owners of private property fronting any portion of the sidewalk.	4/23/12	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2245 (Smyth) CEQA Exemption: Bikeway Projects	Exempts from the California Environmental Quality Act (CEQA) a Class II bikeway project undertaken by a city or county within an existing road right-of-way.	3/15/12	Assembly Natural Resources Committee	
AB 2247 (B. Lowenthal) Public Transit: Violations	Provides that selling or peddling any goods, merchandise, property, or services on the facilities, vehicles or property of a public transit agency without the express written consent of that agency or its duly authorized representative is an infraction for the first two violations, and a misdemeanor for the third or subsequent violation.	4/18/12	Senate Floor	
AB 2277 (Hueso) Adopt a Highway Program: Courtesy Signs	Requires Caltrans to notify and obtain the approval of the applicable local governing body prior to posting a courtesy sign identifying a group that is providing litter abatement services under the Adopt a Highway Program.	As Introduced	Assembly Transportation Committee	
AB 2382 (Gordon) Innovation District Demonstration Project	Requires Caltrans to work in partnership with the Santa Clara Valley Transportation Authority (VTA) to establish the Innovation District Demonstration Project. Requires the Innovation District Demonstration Project to be designed to do both of the following: (1) operate under a new and innovative business model for delivering transportation projects and services in Santa Clara County in a more responsive, cost-effective and efficient manner; and (2) 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 Caltrans. Requires Caltrans and VTA to jointly conduct an evaluation of the demonstration project in order to determine its effectiveness. By January 1, 2018, requires Caltrans to submit a report to the Legislature summarizing the results of the evaluation, together with recommendations as to whether the demonstration project should be continued. Also requires the report to identify those elements of the demonstration project business model that are suitable for application by Caltrans throughout its operations.	As Introduced	Assembly Appropriations Committee	Sponsor
AB 2404 (Fuentes) Local Emission Reduction Fund	Creates the Local Emission Reduction Program to be administered by the Strategic Growth Council. Allows revenues collected pursuant to a market-based compliance mechanism established to reduce greenhouse gas emissions under the California Global Warming Solutions Act of 2006 to be made available, upon appropriation by the Legislature, for the program. Requires the Strategic Growth Council to use funds appropriated for the program to award grants on a competitive basis to local and regional agencies for measures and programs that are consistent with a locally adopted greenhouse gas emission reduction plan.	5/1/12	Assembly Appropriations Committee	
AB 2405 (Blumenfield) Express Lanes: Clean Fuel Vehicles	Exempts all of the low emission and hybrid vehicles eligible to use high-occupancy vehicle (HOV) lanes without carrying the requisite number of passengers from paying the fees imposed on single-occupant vehicles to use express lanes, unless prohibited by federal law. Excludes a toll imposed for passage on a toll road, toll highway or toll bridge from this exemption.	4/23/12	Senate Transportation and Housing Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2498 (Gordon) Construction Manager/General Contractor Project Delivery Method	Authorizes Caltrans to use the Construction Manager/General Contractor project delivery method for the construction of no more than four projects on the state highway system. Specifies that the Construction Manager/General Contractor method may be used when it is anticipated that it will reduce project costs or expedite project completion in a manner that is not achievable through the design-bid-build method. Defines "Construction Manager/General Contractor" to mean a project delivery method in which a construction manager is procured to provide preconstruction services during the design phase of the project and construction services during the construction phase of the project. Defines "construction manager" to mean a partnership, corporation or other legal entity that is able to provide appropriately licensed contracting and engineering services as needed pursuant to a Construction Manager/General Contractor contract. Establishes a request for qualifications (RFQ) process that Caltrans would be required to use for evaluating and selecting a construction manager. Allows for the contract for construction services to be entered into at the same time as the contract for preconstruction services, or at a later time.	5/1/12	Assembly Appropriations Committee	
AB 2545 (Logue) Non-Emergency Medical Transportation	Requires non-emergency medical transportation services provided to Medi-Cal beneficiaries by managed care organizations directly or under contractual arrangements to be subject to the same personnel, equipment and inspection requirements as non-emergency medical transportation services provided by fee-for-service enrolled providers.	4/18/12	Assembly Health Committee	
AB 2551 (Hueso) Infrastructure Financing Districts: Renewable Energy Zones	Allows a city to form an infrastructure financing district in renewable energy zone areas for the purpose of promoting renewable energy projects. Defines "renewable energy zone" as an area that is characterized by the proposed development of more than 10 megawatts of renewable energy projects. Eliminates the requirement for voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and the issuance of bonds if the district is being proposed for renewable energy zone areas.	3/29/12	Assembly Appropriations Committee	
ACA 4 (Blumenfield) Local Governments: Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a local agency to incur indebtedness in the form of general obligation bonds, if approved by its electorate by a 55 percent majority, to fund the construction, reconstruction, rehabilitation, or replacement of: (1) public improvements, including improvements to transportation infrastructure, streets, highways, sewer systems, water systems, wastewater systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public. Creates an exception to the 1 percent limit for property tax assessments if the revenues are being used to pay bonded indebtedness, approved by a 55 percent vote, to fund the construction, reconstruction, rehabilitation, or replacement of: (1) public improvements, including improvements to transportation infrastructure, streets, highways, sewer systems, water systems, wastewater systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public.	As Introduced	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACA 22 (Smyth and Conway) Public Employees' Retirement	<p>Calls for placing before the voters an amendment to the California Constitution that would make a number of changes to public employee pensions. Requires each public retirement system to develop one or more hybrid pension plans for each public employer that provides its employees a defined benefit plan administered by the public retirement system. Requires such a hybrid pension plan to: (1) consist of a defined benefit component, a defined contribution component or alternative plan component; and (2) be designated with the goal of providing annually during retirement replacement income of 75 percent of a public employee's final compensation, based on a full career in public service. Defines "full career in public service" to mean 30 years of credited service and a normal retirement age of 57 for public employees in safety member classifications and 35 years of credited service and a normal retirement age of 67 for all other public employees. Beginning July 1, 2013, requires each public retirement system to administer and make available to each public employer that provides a defined benefit pension plan one or more hybrid pension plans for public employees hired in each member classification in the public retirement system. Requires a public employer to offer to its employees first hired on and after July 1, 2013, only a hybrid pension plan made available by the public retirement system. For a defined benefit for retirement for public employees hired on and after January 1, 2013, requires final compensation to be calculated using the employee's highest average pay rate during at least a consecutive 36-month period of service, not including bonuses, unplanned overtime, or payments for unused sick leave or vacation. For all public employees: (1) prohibits any change to a formula or benefit that results in an increase in an employee's pension benefits from being applied to any service performed prior to the operative date of the change; (2) requires public employees to contribute at least one half of the annual actuarially determined normal costs of any defined benefit plan or component; (3) prohibits a public employer from paying on behalf of an employee any of his or her required employee contribution; and (4) prohibits granting to a public employee non-qualified service credit.</p>	As Introduced	Assembly Desk	
ACA 23 (Perea) Local Government Transportation Projects	<p>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special tax for the purpose of providing funding for local transportation projects, if approved by a 55 percent majority vote.</p>	As Introduced	Assembly Desk	Support

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 27 (Simitian) Public Employees' Retirement: Calculation of Final Compensation	Clarifies and defines which forms of compensation may be included in an employee's final compensation for purposes of determining a retirement allowance under the California Public Employees' Retirement System (CalPERS) and the State Teachers' Retirement System (CalSTRS). Prohibits any compensation determined to have been paid expressly to enhance an employee's retirement allowance from being included in the calculation. Requires increases to compensation paid during the final compensation period to be consistent with publicly published pay scales and the increases paid to other employees in the same or similar working groups or classes. Prohibits working groups or classes of only one individual. Prohibits any CalPERS member who retires on or after January 1, 2013, from returning to public employment as a part-time worker, a private contractor or an employee of a third-party contractor for 180 days following the date of retirement.	8/15/11	Assembly Appropriations Committee	
SB 31 (Correa) Post-Government Employment Restrictions	Applies the current post-government employment restrictions in the Political Reform Act of 1974 to public officials serving as members of local governing boards or commissions with decision-making authority.	1/10/12	Assembly Elections and Redistricting Committee	
SB 46 (Correa) Public Agencies: Compensation Disclosure	Until January 1, 2019, specifies that every person, except a candidate for public office, who is required by state law to file a statement of economic interests must, as part of that filing, include a disclosure form that provides compensation information for the preceding calendar year. By March 1, 2013, requires the Controller's Office to adopt emergency regulations to implement this bill, including the format of the compensation disclosure form. Requires the form to provide for the disclosure of the following information: (1) the agency's cost for a person's annual salary or stipend; (2) the agency's cost to provide benefits to a person, including deferred compensation or defined benefit plans; (3) the agency's reimbursement payments to a person for actual and necessary expenses incurred on behalf of the local agency in the performance of official duties; and (4) the agency's cost to provide a person with any other monetary or non-monetary perquisites of office. By July 1, 2013, requires the Controller's Office to recommend to the Governor and the Legislature methods for compiling the information contained on compensation disclosure forms in one or more publicly accessible data bases. If an agency maintains an Internet Web site, requires the following information to be posted: (1) the information contained on employee compensation disclosure forms; and (2) its written policy for reimbursement of actual and necessary expenses to employees in the performance of official duties.	6/2/11	Assembly Desk	
SB 52 (Steinberg) Jobs and Economic Improvement Through Environmental Leadership Act of 2011	Amends the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, which established streamlined procedures for the judicial review of the environmental impact report (EIR) and approvals granted for so-called "environmental leadership development projects." Specifically, requires the lead agency for an environmental leadership development project to place the highest priority on feasibility measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site.	1/31/12	Assembly Desk	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 214 (Wolk) Infrastructure Financing Districts: Voter Approval	Eliminates the requirement for voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing district plan, and the issuance of bonds for implementing an infrastructure financing district plan. Prohibits an infrastructure financing district for paying for routine maintenance, repair work, or the costs of ongoing operations or providing services of any kind. Allows a district to finance any projects that implement a sustainable communities strategy. Prohibits a district from providing any form of financial assistance to: (1) a vehicle dealer; (2) a big box retailer; or (3) a business entity that sells or leases land to a vehicle dealer or big box retailer that is relocating from the territorial jurisdiction of one local agency to the territorial jurisdiction of another local agency but within the same market area. Specifies that the date on which an infrastructure financing district would cease to exist would not be more than 40 years from the date on which the city or county adopted the infrastructure financing district plan. Requires an infrastructure financing district to distribute an annual report to each owner of land within the district and each affected taxing entity. Requires the report to contain all of the following: (1) a summary of the district's expenditures; (2) a description of the progress made toward the district's adopted goals; and (3) an assessment of the status regarding completion of the district's public works projects.	6/21/11	Assembly Floor	
SB 475 (Wright) Public-Private Infrastructure Agreements	Clarifies various provisions in existing law relating to public-private infrastructure agreements for local projects. Clarifies that a local agency may, but is not required to, provide for the lease, license or other permissive use of facilities constructed under a public-private infrastructure agreement. Provides more flexibility to a local agency with regard to the selection criteria that it may use in the solicitation documents when selecting a private entity under a public-private infrastructure agreement. Clarifies that a local agency may use public financing without any private financing or in combination with private financing as part of a public-private infrastructure agreement. Specifies that private-sector financing may include cash, cash equivalents, loans, debt assumption, letters of credit, capital investment, in-kind contributions of materials or equipment, construction or equipment financing, carrying costs during construction, or any combination thereof. Clarifies that user fees may be paid to either the local agency or the private entity. Clarifies that the reasonable rate of return to the private entity must be specifically stated in the public-private infrastructure agreement, or included as part of the costs and fees as set during the procurement process. Prior to entering into a public-private infrastructure agreement for a project that includes at least some public financing, requires the local agency to assess whether such agreement provides greater benefit or value as compared with funding the project entirely with public financing and using competitive bidding.	6/20/11	Assembly Local Government Committee	
SB 517 (A. Lowenthal) High-Speed Rail Authority: Organizational Structure	Places the California High-Speed Rail Authority within the Business, Transportation and Housing Agency. Requires the secretary of the Business, Transportation and Housing Agency to propose an annual budget for the authority. Requires the Governor's appointments to the authority to be confirmed by the Senate. Vacates the current membership of the authority, and provides for the appointment or reappointment of members as of January 1, 2012, for staggered terms. Requires members of the authority to have specified experience in order to be appointed. Prohibits a member of the authority from simultaneously holding any other elected or appointed public office. Requires the executive director of the authority to be confirmed by the Senate. Prohibits the employment agreement for the executive director from being executed without Senate confirmation. Enacts various conflict-of-interest provisions applicable to members of the authority and its staff.	6/30/11	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 535 (De Leon) Global Warming Solutions Act: Communities Healthy Air Revitalization Trust	Requires a minimum of 10 percent of the fee revenues generated under the California Global Warming Solutions Act of 2006, other than revenues collected by the California Air Resources Board (CARB) for administrative purposes, to be deposited into the California Communities Healthy Air Revitalization Trust. Requires the trust to be administered by CARB. Upon appropriation by the Legislature, requires the revenues in the trust to be used: (a) solely in the most impacted and disadvantaged communities in the state; and (b) to fund programs or projects that reduce greenhouse gas emissions or mitigate the direct health impacts of climate change, through competitive grants, loans or other funding mechanisms. Requires CARB to convene a review panel to make recommendations regarding the development of policies, plans and programs as they relate to the trust.	7/5/11	Assembly Appropriations Committee	
SB 580 (Wolk) State Park Land	Prohibits land acquired for the state park system through public funds, gifts or bequests from being disposed of or used in a way that is incompatible with park purposes without the substitution of other land. In the event that land cannot be acquired to fully meet the substitution eligibility criteria, allows the state Park and Recreation Commission to approve a combination of substitute park land and monetary compensation, if certain conditions are met. Provides that the commission may consider requests only if it determines that all practical alternatives that avoid the proposed disposal or use of park land for incompatible purposes have been considered.	6/20/11	Assembly Water, Parks and Wildlife Committee	
SB 594 (Wolk) Energy: Net Energy Metering	Authorizes an eligible customer-generator with multiple meters to elect to aggregate the electrical load of the meters located on the property where the generation facility is located and on all property adjacent or contiguous to the property on which the generation facility is located, if those properties are solely owned by the eligible customer-generator.	3/1/12	Assembly Utilities and Commerce Committee	
SB 749 (Steinberg) CTC Guidelines	Exempts the adoption of guidelines by the California Transportation Commission (CTC) from the rulemaking provisions of the Administrative Procedure Act. Except in the case of the State Transportation Improvement Program (STIP), specifies a process that the CTC must use when adopting guidelines. Requires the CTC to maintain a guideline adoption file containing: (a) a summary of each objection or recommendation made with regard to a proposed guideline; and (b) an explanation of how the proposed guideline was changed to accommodate each objection or recommendation, or the reasons for making no change. Requires the CTC to include in its annual report to the Legislature a summary of its activities related to the adoption of program or policy guidelines during the previous calendar year.	1/4/12	Assembly Transportations Committee	
SB 829 (Rubio) Project Labor Agreements	Specifies that if a charter provision, initiative or ordinance of a charter city prohibits, limits or constrains in any way the governing board's authority or discretion to adopt, require or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city.	4/9/12	Signed into Law: Chapter #11	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 878 (DeSaulnier) Bay Area Regional Planning	<p>By January 31, 2013, requires the Bay Area's Joint Policy Committee to prepare and submit a report to the Legislature that addresses all of the following: (1) methods and strategies for developing and promulgating a multi-agency set of policies and guidelines governing the Bay Area's sustainable communities strategy; (b) methods and strategies for improving the efficiency and effectiveness of policy-setting and managerial coordination among the regional agencies constituting the Joint Policy Committee; (3) methods and strategies for ensuring that the public in the nine counties of the region has an opportunity to comment on the proposed policies and standards that will be promulgated by the Joint Policy Committee for implementing the Bay Area's sustainable communities strategy; and (4) recommendations on organizational reform to effectuate the above requirements. By January 31, 2013, requires the Joint Policy Committee to prepare and submit a work plan for a nine-county Bay Area economic development strategy to the Legislature that addresses all of the following: (1) coordination of the regional sustainable communities strategy with local goals for recruiting and retaining manufacturing, production facilities, business services, and other business enterprises that provide high quality jobs; (2) regional strategies to ensure the coordination of infrastructure investments for planned employment centers; (3) strategies for ensuring a common regulatory system for the deployment and permitting of energy conservation facilities and improvements; and (4) regional strategies for adaptation to climate change.</p>	6/9/11	Assembly Local Government Committee	
SB 907 (Evans) Master Plan for Infrastructure Financing and Development Commission	<p>Creates the Master Plan for Infrastructure Financing and Development Commission. Specifies that the mission of the commission is to develop and recommend a plan and process to identify, finance, build, and maintain the infrastructure necessary to meet the needs of Californians from the present to the year 2050. At a minimum, requires the plan to include: (a) the type, distribution and priority for developing infrastructure projects, and a measurable process to implement the plan; and (b) a process to periodically adjust the type, distribution and priority of infrastructure projects in the coming years to meet changing circumstances. States the intent of the Legislature that the commission provide a long-term plan and strategy to meet California's infrastructure needs, and a prioritized plan that meets those needs by doing all of the following: (1) project population, social and economic trends through 2050; (2) utilize the projections to identify the type and distribution of the infrastructure that is needed to meet California's social, economic and resource needs through 2050; (3) assess the state's capital needs for infrastructure projects through 2050, including opportunities to access private capital to augment or complement public financing; (4) assess the availability of private and public funds, including the status and fiscal value of dedicating future revenues to specific construction and maintenance, to support jointly sponsored projects throughout the period from the present to 2050; and (5) recommend a financing plan for the state's capital needs through 2050, with a priority plan for each five-year interval, including evaluation and recommendations of various financing methods that are feasible and may be of benefit to the state and local governments, as well as to private entities partnering with the state to implement the strategy. Requires the commission to submit its final report to the Governor and the Legislature by December 1, 2013. Requires the commission to be dissolved within 30 days after the issuance of its final report. Provides that the provisions of the bill would become operative only if the funds required to support the commission are appropriated by the Legislature from the California Debt and Investment Advisory Commission Fund in the annual Budget Act.</p>	5/3/11	Assembly Jobs, Economic Development and the Economy Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 984 (Simitian) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Repeals the provisions of the bill on January 1, 2016, unless that date is deleted or extended through the enactment of subsequent legislation.	4/9/12	Assembly Desk	
SB 985 (La Malfa) High-Speed Rail: Proposition 1A Bonds	Prohibits the issuance of any more general obligation bonds for high-speed rail and related rail purposes under Proposition 1A. Amends the bond act to authorize the redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this bill, upon appropriation by the Legislature, from those high-speed rail purposes to retiring debt.	As Introduced	Senate Transportation and Housing Committee	
SB 1102 (DeSaulnier) STIP: Construction Support Costs	As part of its annual project delivery report, requires Caltrans to report on the difference between the original allocation made by the California Transportation Commission (CTC) and the actual construction capital and support costs at project close for all State Transportation Improvement Program (STIP) projects completed during the previous fiscal year. Requires the CTC to allocate construction support costs for a STIP project at the time of allocation of construction capital costs. Provides that the CTC must require a supplemental project allocation request for a STIP project that experiences construction support costs equal to or greater than 120 percent of the amount originally allocated.	As Introduced	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 1117 (DeSaulnier) Statewide Passenger Rail Transportation Plan</p>	<p>Requires the California Transportation Commission (CTC) to prepare a Statewide Passenger Rail Transportation Plan with the following elements: (1) a statement of the goals for an integrated rail passenger system consisting of high-speed, intercity, commuter, and urban rail transit services; (2) identification of proposed investments in high-speed, intercity, commuter, and urban rail transit services and facilities; (3) identification of corridors in which new or enhanced improvement would be made; (4) a demonstration of the plan's consistency with sustainable communities strategy requirements; (5) an assessment of transportation energy requirements for high-speed, intercity, commuter, and urban rail transit services; (6) an assessment of the ability of passenger rail transportation services to reduce regional and intercity highway congestion, and, in the case of high-speed rail, an assessment of the ability of the service to reduce intercity passenger airline travel and congestion; and (7) identification of rail corridors and expected impediments of their development. In preparing the plan, requires the CTC to adopt policies and guidelines for developing high-speed, intercity, commuter, and urban rail transit services and facilities, as follows: (1) performance goals related to passenger capacity, financial capacity, service performance, and frequency of passenger rail services based on the estimated size of statewide, regional and local travel markets; (2) performance goals for connections between rail systems to ensure convenience and to increase travel opportunities for passengers connecting between various rail systems; and (3) capital and operating revenue estimates for the development of high-speed, intercity, commuter, and urban rail transit services and facilities. Requires the policies and guidelines to be used by regional transportation planning agencies (RTPAs) when developing the rail mass transportation element of their regional transportation plans (RTPs). Prohibits RTPAs from taking actions that are inconsistent with the CTC's policies and guidelines. Requires the California High-Speed Rail Authority to plan for the implementation of an incremental high-speed rail development program with the following features: (1) investments in passenger rail projects in the Phase I high-speed rail corridor (San Francisco to Los Angeles/Anaheim) that benefit intercity and commuter rail services, but that are compatible with being upgraded to high-speed rail service in the future; (2) investments in operable segments in the Phase I high-speed rail corridor that generate sufficient passenger revenue to be attractive to private investors, that will be electrified and that will be converted to high-speed rail service in the future; (3) proposed upgrades to intercity and commuter rail segments that connect with Phase I projects and would enhance the performance of future high-speed rail service; (4) maximization of federal, state, local, and private funds to support intercity and commuter passenger rail development, including high-speed rail; and (5) projects that will create employment opportunities and meet rail development goals. Requires the High-Speed Rail Authority to identify one or more possible operating segments in the Phase I corridor as candidates for public-private partnerships. Requires the authority to incorporate its incremental development program into its business plan.</p>	<p>5/1/12</p>	<p>Senate Appropriations Committee</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1149 (DeSaulnier) Bay Area Regional Commission	<p>Creates the Bay Area Regional Commission to replace the Joint Policy Committee. Establishes a 15-member governing board, the members of which would be elected from apportioned districts that conform to applicable federal and state law. Requires federal and state funds made available to the Metropolitan Transportation Commission (MTC) for transportation planning to be budgeted to the Bay Area Regional Commission. Requires the Bay Area Regional Commission to appoint an executive director, a legal counsel and a chief financial officer. Requires the executive director of the Bay Area Regional Commission to prepare a regional reorganization plan to include an approach for consolidating the functions that are common to MTC, the Bay Area Toll Authority (BATA), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), and the Association of Bay Area Governments (ABAG). Requires the Bay Area Regional Commission to serve as the fiscal agent for MTC, BATA, BAAQMD, BCDC, and ABAG, responsible for preparing the annual budget and managing the financial resources for each entity. Requires the Bay Area Regional Commission's executive director to: (1) prepare an annual integrated budget to include the budgets of MTC, BATA, BAAQMD, BCDC, and ABAG; (2) organize MTC, BATA, BAAQMD, BCDC, and ABAG as divisions of the regional commission, with each entity to continue to be governed by its existing board; and (3) recommend a candidate for the executive director of each entity as positions become vacant. Requires the Bay Area Regional Commission to review the policies and plans, and associated regulations of MTC, BATA, BAAQMD, BCDC, and ABAG. Requires the review to include an assessment of the consistency of the policies, plans and regulations among these entities with the requirements of SB 375 (Steinberg). Requires MTC, BATA, BAAQMD, BCDC, and ABAG to submit their functional plans to the Bay Area Regional Commission for adoption. Requires the Bay Area Regional Commission to prepare a 20-year regional economic development strategy, to be updated every four years, that addresses the ability of the regional economy to adapt to changes in technology, market demand, and direction of the national and international economies. Requires toll revenues managed by BATA to be used only to: (1) acquire, construct, manage, maintain, lease, or operate facilities required for the management of the state-owned toll bridges in the Bay Area; (2) for improvements to the toll bridges; (3) to provide access to the toll bridges; or (4) for associated transportation projects specifically authorized to be undertaken with bridge toll revenues pursuant to the relevant provisions of the Streets and Highways Code.</p>	5/1/12	Senate Rules Committee	
SB 1151 (Steinberg) Sustainable Economic Development and Housing Trust Funds	<p>Allows a community that has established a Community Development Housing Authority to retain assets from a former redevelopment agency for specified economic development and affordable housing purposes. Requires a Community Development and Housing Authority to establish a Sustainable Economic Development and Housing Trust Fund to serve as a repository of the unencumbered balances and assets of a former redevelopment agency. Requires a Community Development Housing Authority to prepare a long-range asset management plan to govern the disposition and ongoing use of its Sustainable Economic Development and Housing Trust Fund, and to submit that plan to the Department of Finance for approval.</p>	3/29/12	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1156 (Steinberg) Community Development and Housing Authorities	<p>Authorizes the legislative body of a city or county representing the geographic territory covering the area served by a former redevelopment agency to elect to form a Community Development and Housing Authority after July 1, 2012, to carry out the provisions of the state's Community Redevelopment Law. Allows an authority to adopt a redevelopment plan for a project area, as specified, without having to make a determination regarding blight. Allows such a redevelopment plan to include a provision for the receipt of tax increment funds, if the local government with land-use jurisdiction has adopted all of the following: (1) a school mitigation plan to offset losses of property tax revenues to schools serving the project area as a result of the imposition of a provision for the receipt of tax increment funds; (2) an analysis for the public service costs and revenue-generating impact of new development with respect to the provision of basic services, including police, fire and rescue services; (3) a sustainable parking standards ordinance that restricts parking in transit priority project areas; and (4) a provision requiring that 20 percent of the housing in the project area be affordable to persons of low and moderate income. Allows a state or local pension fund system to invest capital in the public infrastructure projects, and private commercial and residential developments undertaken by an authority. Allow an authority to implement a local transactions and use tax, and to issue bonds. Allows an authority to enter into financial and other agreements with community colleges, K-12 school districts, and private businesses to facilitate the development and operation of articulated career technical education pathways.</p>	4/30/12	Senate Appropriations Committee	
SB 1160 (Padilla) Communications: Service Interruptions	<p>Prohibits a governmental entity, as well as a provider of communications service acting at the request of a governmental entity, from interrupting communications service in order to protect public safety or prevent the use of communications service for an illegal purpose, except pursuant to an order signed by a judicial officer. Specifies that good faith reliance upon an order of a judicial officer constitutes a complete defense against any action brought as a result of the interruption to communications service as directed by that order.</p>	4/9/12	Senate Judiciary Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1176 (Huff) Public Employees' Retirement	<p>Makes various changes to state statutes pertaining to public employee pensions. For all public employees: (1) prohibits any enhancement to an employee's retirement formula or benefit from being applied to any service performed prior to the operative date of the enhancement; (2) requires public employees to contribute at least one half of the annual actuarially determined normal costs of any defined benefit plan or component; (3) prohibits a public employer from paying on behalf of an employee any of his or her required employee contribution; and (4) prohibits a public retirement system from allowing the purchase of non-qualified, additional retirement service credit, however that service credit may be denominated. Requires a public employer to offer to its employees first hired on and after July 1, 2013, only a hybrid pension plan made available by the public retirement system. Requires such a hybrid pension plan to: (1) consist of a defined benefit component, a defined contribution component or alternative plan component; and (2) be designated with the goal of providing annually during retirement replacement income of 75 percent of a public employee's final compensation, based on a full career in public service. Defines "full career in public service" to mean 30 years of credited service and a normal retirement age of 57 for public employees in safety member classifications and 35 years of credited service and a normal retirement age of 67 for all other public employees. For a defined benefit for retirement for public employees hired on and after January 1, 2013, requires final compensation to be calculated using the employee's highest average pay rate during at least a consecutive 36-month period of service, not including bonuses, unplanned overtime, severance pay, or payments for accrued vacation, sick leave or leave of any form. Provides that the provisions of this bill shall become operative on January 1, 2013, only if SCA 18 is approved by the voters at the November 6, 2012, statewide general election.</p>	As Introduced	Senate Public Employment and Retirement Committee	
SB 1189 (Hancock) Proposition 1A: Commuter and Urban Rail Funds	<p>Appropriates \$523.4 million in Proposition 1A bond funds that are available for capital improvements to commuter rail lines and urban rail transit systems for allocation by the California Transportation Commission (CTC) pursuant to its guidelines.</p>	3/26/12	Senate Appropriations Committee	Support
SB 1214 (Cannella) CEQA: Judicial Review	<p>Except for a high-speed rail project, requires a judicial proceeding challenging a project under the California Environmental Quality Act (CEQA) that is located in a distressed county to be filed with the Court of Appeal with geographic jurisdiction over the project. Requires a county to meet two of the following criteria in order to be considered "distressed" for purposes of this bill: (a) the county has an unemployment rate higher than the statewide average for three consecutive months during the pendency of the administrative proceeding pursuant to CEQA; (b) the poverty level in the county is higher than the statewide average during the pendency of the administrative proceeding pursuant to CEQA; or (c) the foreclosure rate in the county is higher than the statewide average during the pendency of the administrative proceeding pursuant to CEQA.</p>	As Introduced	Senate Environmental Quality Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1225 (Padilla) Intercity Rail Agreements: LOSSAN Corridor	<p>Authorizes Caltrans, with the approval of the secretary of the Business, Transportation & Housing Agency (BT&H), to enter into an interagency transfer agreement to transfer all responsibility for administering the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Intercity Rail Service to the LOSSAN Agency, if that agency: (a) amends its existing joint power agreement (JPA) to expand its authority to permit it to administer state-funded intercity passenger rail service on the LOSSAN Corridor; and (b) the amended JPA is approved by the governing board of each member agency. Specifies that this interagency transfer agreement shall cover the initial five-year period after the transfer, but may be extended thereafter by mutual agreement. If this interagency transfer agreement is not entered into on or before June 30, 2014, requires the BT&H secretary to provide a report to the Governor and the Legislature by July 31, 2014, explaining why an acceptable agreement has not been developed. With regard to the LOSSAN Corridor, provides that local resources shall not be available for expenditure to offset any redirection, elimination, reduction, or reclassification of state resources for operating intercity passenger rail services. Prohibits the termination of feeder bus services that provide connections for intercity rail passengers from the LOSSAN Corridor to the state-supported San Joaquin Corridor Intercity Rail Service, unless the bus services fail to meet specified cost-effectiveness standards. Requires the equipment regularly used for intercity passenger rail service on the LOSSAN Corridor to be the same type of equipment regularly used on other intercity corridors funded by the state.</p>	5/1/12	Senate Appropriations Committee	
SB 1252 (Rubio) State Infrastructure Projects Fund	<p>By February 1, 2013, requires the Department of Finance to estimate and report to the Controller's Office the amount of revenues expected to be derived from taxes imposed on income generated as a result of capital gains in the 2012 calendar year from the initial public offering by Facebook, Inc. By March 1, 2013, requires the Controller's Office to transfer these revenues from the General Fund to the State Infrastructure Projects Fund. By December, 2013, requires the Department of Finance to reconcile and report to the Controller's Office the final increase in revenues derived from Facebook's public offering. By January 31, 2014, requires the Controller's Office to transfer from the General Fund to the State Infrastructure Projects Fund an amount equal to the difference between the estimated and final increase in revenues. Upon appropriation by the Legislature, requires the money in the State Infrastructure Projects Fund to be allocated for transportation projects; and for the erection, construction, alteration, repair, or improvement of: (a) dams; (b) levees; (c) buildings or structures of rail lines, rail beds, stations, platforms, switches, yards, terminals, parking lots, and any other facilities and equipment necessary for the conduct of rail transit service; (d) facilities consisting of the means and equipment necessary for the movement of passengers or goods via public transit; and (e) water treatment facilities.</p>	4/9/12	Senate Governance and Finance Committee	
SB 1269 (Fuller) Income Tax Credit: Highway Maintenance and Enhancement	<p>For each taxable year beginning on or after January 1, 2013, and before January 1, 2017, authorizes an income tax credit equal to 50 percent of the amount paid or incurred, and of the value of materials, equipment or services donated by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway.</p>	As Introduced	Senate Governance and Finance Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1276 (Wyland) Design Professionals: Indemnity	Unless otherwise expressly agreed to by written contract, provides that a design professional's duty to defend a public agency against a claim alleging the negligent performance of professional services by the design professional shall include only the reimbursement of those defense costs incurred by the public agency that were caused by the design professional's actual negligence.	3/26/12	Senate Judiciary Committee	
SB 1303 (Simitian) Automated Traffic Enforcement Systems	Requires the installation of signs within 200 feet of an intersection where an automated, camera-based traffic enforcement system is operating and being utilized to issue citations. Prior to installing such a system after January 1, 2013, requires the governmental agency to make and adopt a finding of fact establishing that the system is needed at a specific location for reasons related to safety. Prohibits a governmental agency from considering revenue generation, beyond cost recovery, when determining whether to install or operate an automated traffic enforcement system within its local jurisdiction.	As Introduced	Senate Floor	
SB 1310 (Simitian) Electronic Wireless Communications Devices	Requires the driver's license examination administered by the Department of Motor Vehicles (DMV) to include a test of an applicant's understanding of the distractions and dangers of handheld cellular phone use and text-messaging while operating a motor vehicle. Prohibits a person from riding a bicycle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while riding a bicycle. Also prohibits a person from riding a bicycle while using an electronic wireless communications device to write, send or read a text-based message. Increases the penalties for violating current prohibitions in state law against using wireless telephones and against text-messaging while operating a motor vehicle. Requires a portion of the fines collected for these violations to be allocated by a county treasurer to the Office of Traffic Safety for an education program on the dangers of cellular phone use and text-messaging while driving.	4/25/12	Senate Floor	
SB 1339 (Yee) Bay Area Commute Benefit Ordinance	Authorizes the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a regional commute benefit ordinance that requires employers operating within the common jurisdiction of the two agencies with 50 or more employees to offer those employees one of the following three commute benefits: (1) the option to pay for their public transit, vanpooling or bicycling commuting expenses with pre-tax dollars up to the maximum amount allowed by federal tax law; (2) a subsidy to offset an employee's monthly cost of commuting by public transit or vanpool; or (3) a free or low-cost shuttle or vanpool offered by or for the employer. Subject to the approval of MTC or BAAQMD, allows an employer to offer a commute benefit that is different from the three specified in the bill. Gives covered employers at least six months to comply after the ordinance is adopted. Prohibits MTC from using federal planning funds to implement the regional commute benefit ordinance. Repeals the provisions of the bill on January 1, 2017, unless that date is deleted or extended through the enactment of subsequent legislation.	As Introduced	Assembly Desk	
SB 1380 (Rubio) CEQA: Bicycle Transportation Plans	Exempts from California Environmental Quality Act (CEQA) a bicycle transportation plan prepared for an urbanized area for restriping of streets and highways; bicycle parking and storage; signal timing to improve street and highway intersection operations; and related signage for bicycles, pedestrians and vehicles. Repeals the provisions of the bill on January 1, 2018, unless that date is deleted or extended through the enactment of subsequent legislation.	5/3/12	Senate Floor	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1396 (Dutton) Sales Tax on Gasoline and Diesel Fuel	Prohibits charging sales taxes on the amount of the retail price of gasoline that exceeds \$3.88 per gallon, including federal and state excise taxes. Prohibits charging sales taxes on the amount of the retail price of diesel fuel that exceeds \$3.52 per gallon, including federal and state excise taxes. Caps the state excise tax on gasoline at 35.7 cents per gallon. Directs the Board of Equalization to adjust the amount of the state excise tax on gasoline to reflect price drops that would have lowered the sales tax, but not price increases that would have raised the sales tax. Caps the state excise tax on diesel fuel at 13 cents per gallon. Directs the Board of Equalization to decrease the amount of the state excise tax charged per gallon of diesel fuel to reflect increased revenues from the additional sales tax resulting from price increases, but not to adjust the excise tax up when lower prices result in decreased sales tax revenues.	4/11/12	Senate Transportation and Housing Committee	
SB 1464 (A. Lowenthal) Bicycles: Passing Distances	Requires the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass at a safe distance, generally at a minimum clearance of three feet, and without interfering with the safe operation of the bicycle. Provides that if the driver of a motor vehicle is unable to comply with this requirement because of a substandard width lane, or other traffic or roadway conditions, the driver must slow to a speed that is reasonable and prudent, and pass at a distance of less than three feet in a manner that does not endanger the safety of the operator of the bicycle and that provides the maximum feasible distance between the motor vehicle and the bicycle.	4/24/12	Senate Appropriations Committee	
SB 1492 (Leno) Local Vehicle Assessment	Authorizes the City/County of San Francisco to impose a voter-approved local vehicle assessment at a rate not to exceed 2 percent of the market value of each motor vehicle or trailer coach registered within the city/county for general purposes, if: (a) the board of supervisors approves an ordinance to that effect by two-thirds vote; (b) the assessment is approved by a majority vote of the electorate; and (c) the ordinance proposing the assessment does not create different classes of vehicles for differential taxation. Specifies that the bill is not to be construed to supplant any funds that the state apportions to San Francisco, including those apportioned under the Vehicle License Fee Law.	4/9/12	Senate Appropriations Committee	
SB 1499 (Anderson) STIP: Construction Support Costs	As part of its annual project delivery report, requires Caltrans to report on the difference between the original allocation made by the California Transportation Commission (CTC) and the actual construction capital and support costs at project close for all State Transportation Improvement Program (STIP) projects completed during the previous fiscal year. Requires the CTC to identify the amount of construction support costs for a STIP project at the time the allocation of construction capital costs is made. Provides that the CTC must require a supplemental project allocation request for a STIP project where the construction support costs are equal to or greater than 120 percent of the original allocation amount.	As Introduced	Assembly Floor	
SB 1545 (DeSaulnier) Metropolitan Transportation Commission: Office Building	Prohibits public money from being used for the development and improvement of an office building located at 390 Main Street in San Francisco until after the Bureau of State Audits has completed an audit approved by the Joint Legislative Audit Committee regarding moving the headquarters of the Metropolitan Transportation Commission (MTC). Requires the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to any future expenditure of public money for the office building. Specifies that the provisions of the bill apply not only to MTC, but also to the Bay Area Toll Authority (BATA) and the Bay Area Headquarters Authority.	As Introduced	Assembly Desk	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1549 (Vargas) Construction Manager/General Contractor Project Delivery Method	<p>Authorizes the San Diego Association of Governments (SANDAG) to use either the design-sequencing or Construction Manager/General Contractor project delivery methods for public transit projects within its jurisdiction. Defines "Construction Manager/General Contractor" to mean a project delivery method using a best value procurement process in which a construction manager is procured to provide preconstruction services during the design phase of the project and construction services during the construction phase of the project. Defines "design sequencing" to mean a method of project delivery that enables the sequencing of design activities to permit each construction phase to commence when the design for that phase is complete, instead of requiring design for the entire project to be completed before commencing construction. Requires SANDAG to make a written finding that the use of either design-sequencing or Construction Manager/General Contractor for a particular project will accomplish one or more of the following objectives: (a) reduce project costs; (b) expedite the project's completion; or (c) provide features not achievable through the design-bid-build method. Requires all Construction Manager/General Contractor contracts awarded by SANDAG pursuant to this bill to be subject to the procurement method requirements in existing law for design-build contracts.</p>	4/30/12	Senate Appropriations Committee	
SB 1572 (Pavley) Cap-and-Trade Revenues	<p>Creates the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. Requires all revenues collected pursuant to a market-based compliance mechanism established to reduce greenhouse gas emissions under the California Global Warming Solutions Act of 2006 to be deposited into the account. Subject to appropriations by the Legislature, requires the revenues in the account to be used for measures and programs that reduce greenhouse gas emissions. Requires the Governor to submit to the Legislature a draft expenditure plan detailing how the revenues in the Greenhouse Gas Reduction Account should be spent. Based on the draft expenditure plan, requires the Governor to establish criteria to be used to develop and adopt a final expenditure plan. Requires revenues appropriated from the account to be spent according to the final expenditure plan and for the purpose of achieving the goal of reducing greenhouse gas emissions in a manner that is consistent with the Global Warming Solutions Act.</p>	5/1/12	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SCA 18 (Huff) Public Employees' Retirement</p>	<p>Calls for placing before the voters an amendment to the California Constitution that would make a number of changes to public employee pensions. Requires each public retirement system to develop one or more hybrid pension plans for each public employer that provides its employees a defined benefit plan administered by the public retirement system. Requires such a hybrid pension plan to: (1) consist of a defined benefit component, a defined contribution component or alternative plan component; and (2) be designated with the goal of providing annually during retirement replacement income of 75 percent of a public employee's final compensation, based on a full career in public service. Defines "full career in public service" to mean 30 years of credited service and a normal retirement age of 57 for public employees in safety member classifications and 35 years of credited service and a normal retirement age of 67 for all other public employees. Beginning July 1, 2013, requires each public retirement system to administer and make available to each public employer that provides a defined benefit pension plan one or more hybrid pension plans for public employees hired in each member classification in the public retirement system. Requires a public employer to offer to its employees first hired on and after July 1, 2013, only a hybrid pension plan made available by the public retirement system. For a defined benefit for retirement for public employees hired on and after January 1, 2013, requires final compensation to be calculated using the employee's highest average pay rate during at least a consecutive 36-month period of service, not including bonuses, unplanned overtime, or payments for unused sick leave or vacation. For all public employees: (1) prohibits any change to a formula or benefit that results in an increase in an employee's pension benefits from being applied to any service performed prior to the operative date of the change; (2) requires public employees to contribute at least one half of the annual actuarially determined normal costs of any defined benefit plan or component; (3) prohibits a public employer from paying on behalf of an employee any of his or her required employee contribution; and (4) prohibits granting to a public employee non-qualified service credit.</p>	<p>As Introduced</p>	<p>Senate Public Employment and Retirement Committee</p>	

**CALIFORNIA STATE LEGISLATURE
2012 Regular Session Calendar**

DAY	JANUARY
1	Statutes signed into law in 2011 take effect.
4	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
13	Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2011.
20	Last day for any committee to hear and report to the floor bills introduced in their house of origin in 2011.
27	Last day to submit bill requests to the Legislative Counsel's Office.
31	Last day for bills introduced in 2011 to be passed out of their house of origin.

DAY	FEBRUARY
24	Last day for new bills to be introduced.

DAY	MARCH
29	Spring Recess begins upon adjournment.

DAY	APRIL
9	Legislature reconvenes from Spring Recess.
27	Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2012.

DAY	MAY
11	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin in 2012.
25	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin in 2012.

DAY	JUNE
1	Last day for bills introduced in 2012 to be passed out of their house of origin.
15	Budget must be passed by midnight.
28	Last day for legislative measures to qualify for placement on the November 6, 2012, general election ballot.

DAY	JULY
6	Last day for policy committees to hear and report bills introduced in the other house. Summer Recess begins upon adjournment, provided that the budget bill has been enacted.

DAY	AUGUST
6	Legislature reconvenes from Summer Recess.
17	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.
24	Last day to amend bills on the Assembly and Senate floors.
31	Last day for each house to pass bills. Final Recess begins at the end of this day's session.

DAY	SEPTEMBER
30	Last day for the Governor to sign or veto bills passed by the Legislature before September 1, and in his possession after September 1.

DAY	DECEMBER
3	The 2013-2014 regular legislative session convenes.

DAY	JANUARY 2013
1	Statutes signed into law in 2012 take effect.