



Orange County Transportation Authority

Legislative Committee Agenda Thursday, June 18, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Doug Chaffee
Fred Jung
Janet Nguyen
Kathy Tavoularis
Mark Tettemer

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of the Orange County Transportation Authority. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

LEGISLATIVE COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Tavoularis

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Kristin Jacinto

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Items 2 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the May 21, 2026 Legislative Committee meeting.

Attachments:

[Minutes](#)

3. Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and the United States Congress, beginning in 2027. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation(s)

Approve the preparation plan and timeline for the Orange County Transportation Authority State and Federal Legislative Platforms.

LEGISLATIVE COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

4. Amendment to Agreement for Federal Legislative Advocacy and Consulting Services

Kristin Jacinto/Pia Veesapen

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC for federal legislative advocacy and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2027, through December 31, 2028.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 between the Orange County Transportation Authority and Potomac Partners DC to exercise the first option term of the agreement in the amount of \$540,000, for federal legislative advocacy and consulting services through December 31, 2028. This will increase the maximum obligation of the agreement to a total contract value of \$1,080,000.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

5. Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

Kristin Jacinto/Pia Veesapen

Overview

Staff is requesting Orange County Transportation Authority Board of Directors' approval to release a request for proposals for state legislative advocacy and consulting services for a term beginning January 1, 2027, following the expiration of the current contract on December 31, 2026, and coinciding with the 2027-28 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendation(s)

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250342 for selection of a firm to provide state legislative advocacy and consulting

LEGISLATIVE COMMITTEE MEETING AGENDA

services.

- B. Approve the release of Request for Proposals 250342 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.
- C. Approve the evaluation committee and proposed schedule for the procurement.

Attachments:

[Staff Report](#)

[Attachment A](#)

6. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its programs, projects, and operations. A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. This report also includes an update on the Cap-and-Invest Program, including amendments adopted by the California Air Resources Board, actions taken by the Legislature, and ongoing advocacy for continued investment in transportation programs traditionally covered by Cap-and-Invest revenues.

Recommendation(s)

Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would reform and streamline the Low Carbon Transit Operations Program by expanding flexibility for eligible expenditures and reducing administrative requirements.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

LEGISLATIVE COMMITTEE MEETING AGENDA

7. Federal Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal surface transportation reauthorization efforts, including the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act and the House Transportation and Infrastructure Committee's proposal to reauthorize federal surface transportation programs following the expiration of the Infrastructure Investment and Jobs Act. The report also provides an overview of the fiscal year 2027 Transportation, Housing and Urban Development and ongoing efforts to address the distribution of Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding within the Southern California Association of Governments' region.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Presentation](#)

Discussion Items

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Adjournment

The next regularly scheduled meeting of this Committee will be held:

9:30 a.m. on Thursday, July 16, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Doug Chaffee
Fred Jung
Janet Nguyen
Kathy Tavoularis
Mark Tettemer

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
Elia Verduzco, Employee Rotation Program
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Donald P. Wagner, Chair
Katrina Foley, Vice Chair

Call to Order

The May 21, 2026 Legislative Committee meeting was called to order by Director Chaffee at 9:32 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided a report on this item.

No action was taken on this item.

Consent Calendar (Item 2)

2. Approval of Minutes

A motion was made by Director Tettemer, seconded by Director Jung, and declared passed by those present to approve the minutes of the April 16, 2026 Legislative and Communications Committee meeting.

Regular Calendar

3. State Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, provided a report on this item.

A motion was made by Director Chaffee, seconded by Director Jung, and declared passed by those present, to:

Adopt a SUPPORT IF AMENDED position on SB 1087 (Cabaldon, D-Napa), which would reform the state's implementation of SB 375 (Chapter 728, Statutes of 2008) by modifying requirements related to regional transportation planning,



sustainable communities strategies, and state transportation funding programs.

A written public comment was received via email by Don Hammonds on May 18, 2026 and emailed to the Legislative Committee members on Wednesday, May 20, 2026 at 5:10 p.m.

4. Federal Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, and Clara Brotcke, Government Relations Representative, provided a report on this item.

No action was taken on this receive and file information item.

Discussion Items

5. Fiscal Year 2026-27 Budget Workshop Follow-up

Victor Velasquez, Department Manager of Financial Planning and Analysis, provided an update on this item.

6. Public Comments

There were no public comments.

7. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the Washington, D.C. Advocacy trip and Coach Operator Darvy Traylor's performance at the American Public Transportation Association's 2026 International Bus Rodeo.

8. Committee Members' Reports

There were no committee member reports.

9. Adjournment

The meeting adjourned at 10:15 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:30 a.m. on Thursday, June 18, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist, Senior



June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the memo.

Overview

The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and the United States Congress, beginning in 2027. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

Approve the preparation plan and timeline for the Orange County Transportation Authority State and Federal Legislative Platforms.

Discussion

Prior to each legislative session, the Orange County Transportation Authority (OCTA) Government Relations staff collects proposals and input from the OCTA Board of Directors (Board), OCTA division directors and department managers, OCTA advisory groups, the Orange County legislative delegation, national, regional, and state transportation agencies, interest groups and related associations, area cities and the County of Orange, interested members of the public, and various other stakeholders. Staff evaluates and consolidates these proposals into a framework document that guides OCTA's legislative activities. Working drafts are first submitted to the Board through the Board Committee process. After receiving Legislative Committee input, staff prepares final documents, which, if approved, go to the Board for adoption.

Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms *Page 2*

The State and Federal Legislative Platforms provide guidance on state and federal statutory, regulatory, and administrative policies for staff and legislative advocates to pursue in the subsequent legislative sessions. Timely adoption of the platforms allows time to draft bill language, secure bill authors, introduce legislation, recommend advocacy positions on bills, and develop support for OCTA projects and funding priorities.

Once the Draft 2027-28 State and Federal Legislative Platforms are prepared, the documents will be reviewed by the Legislative Committee and then the Board. After extensive circulation and revision, the State and Federal Legislative platforms will be presented for final adoption at the Board meeting on November 23, 2026. The proposed schedule for the 2027-28 State and Federal Legislative platforms is included as Attachment A.

On November 24, 2025, the Board adopted the 2025-26 State and Federal Legislative platforms, which are included as Attachments B and C, respectively.

Summary

The proposed timeline and process for the preparation of the 2026-27 State and Federal Legislative Platforms are presented for approval.

Attachments

- A. Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms
- B. State Legislative Platform 2025-26, Orange County Transportation Authority, Adopted on November 24, 2025
- C. Federal Legislative Platform 2025-26, Orange County Transportation Authority, Adopted on November 24, 2025

Prepared by:



Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:



Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754

**Proposed Schedule for the Orange County Transportation Authority's
2027-28 State and Federal Legislative Platforms**

Proposed Action	Target Date
Provide the proposed adoption schedule to the Orange County Transportation Authority (OCTA) Legislative Committee and Board of Directors (Board).	June 18, 2026 June 22, 2026
Receive platform suggestions from OCTA Board, staff, advisory groups, Orange County legislative delegations and organizations, transportation agencies, members of the public, and other stakeholders.	September 21, 2026
Present preliminary draft of the 2027-28 State and Federal Legislative platforms to the Legislative Committee and Board. Circulate and receive comments from the Board, staff, legislative advocates, and legal counsel, revising platforms based on input.	October 15, 2026 October 26, 2026
Incorporate comments on preliminary drafts.	November 4, 2026
Present final drafts of 2027-28 State and Federal Legislative platforms to the Legislative Committee for recommendation to the Board.	November 19, 2026
Present final drafts of 2027-28 State and Federal Legislative platforms to the Board for adoption.	November 23, 2026
Distribute adopted 2027-28 State and Federal Legislative platforms.	December 2026

STATE LEGISLATIVE PLATFORM 2025-26



Adopted on November 24, 2025





OCTA was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2024-25 is balanced at \$1.75 billion.
- Countywide bus system that spans 34 cities and eight congressional districts with 463 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing nearly 35 million rides annually.
- Countywide paratransit service for people with disabilities with 244 dedicated buses and approximately 1.07 million trips and 1.22 million boardings in FY 24-25.
- Three Metrolink commuter-rail lines with over 9,900 boardings each weekday.
- OCTA owns the LOSSAN rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of renewed Measure M approved by voters in 2006, providing \$13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 22 million vehicle trips in FY 2025. Owner and operator of the 405 Express Lanes with 17.4 million trips in FY 2025.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2026 BOARD OF DIRECTORS

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Jamey Federico
City Member

Katrina Foley
Supervisor

William Go
City Member

Patrick Harper
City Member

Michael Hennessey
Public Member

Fred Jung
City Member

Lauren Kleiman
City Member

Stephanie Klopfenstein
City Member

Carlos A. Leon
City Member

Janet Nguyen
Supervisor

Tam T. Nguyen
Public Member

Vicente Sarmiento
Supervisor

Kathy Tavoularis
City Member

Mark Tettemer
City Member

Donald P. Wagner
Supervisor

Lan Zhou
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Transportation Policy Issues in 2025-26	Page 2
Sponsored Legislation	Page 3
I. Cap-and-Invest	Page 3
II. Implementation of Environmental Policies	Page 3
III. Transportation Funding	Page 4
IV. Fiscal Reform & Issues	Page 5
V. State Transportation Improvement Program	Page 5
VI. Transit Programs	Page 5
VII. Rail Programs	Page 6
VIII. Roads & Highways	Page 6
IX. Tolloed & Managed Lanes	Page 7
X. Goods Movement	Page 7
XI. Active Transportation	Page 8
XII. Roles & Responsibilities	Page 8
XIII. Employment Issues	Page 8
XIV. Transportation Security & Emergency Preparedness	Page 9
XV. Administration/General	Page 9

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. The Orange County Transportation Authority (OCTA) serves as the primary agency responsible for transportation planning in Orange County. OCTA manages a multimodal transportation system, overseeing a range of services including buses, Metrolink commuter rail, paratransit, and freeway improvements, as well as bicycle and pedestrian infrastructure, ensuring diverse mobility options for residents and visitors.

The 2025-26 State Legislative Platform serves as a framework document to guide OCTA's legislative, regulatory, and administrative activities in the coming legislative session. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the upcoming legislative session. The later sections present guiding policy statements for other major issue areas that may arise during the session. Positions on individual items not directly in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in 2025-26

A number of significant transportation issues are expected to be discussed in the 2025-26 legislative session. OCTA will focus its advocacy efforts on the following principles.

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure;
- c) Encourage State leadership, in conjunction with local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor;
- d) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas and more equitable competitive funding processes;

- e) Support workforce development and training policies that allow OCTA to hire and retain personnel ready to implement the next generation of mobility, including training the workforce for zero-emission vehicles, without creating unfunded mandates;
- f) Oppose policies that would circumvent existing transit operator funding eligibility requirements;
- g) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;
- h) Inform the State's Transit Transformation Task Force, created pursuant to SB 125 (Chapter 54, Statutes of 2023), in order to seek improvements to the Transportation Development Act and make recommendations related to transit funding, cost drivers, strategies for workforce retention, and ridership;
- i) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games are eligible for any related funding assistance, incentives, project delivery tools, and/or regulatory relief;
- j) Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance;
- k) Monitor progress of the Sustainable Communities Task Force and potential reforms to implementation of SB 375 (Chapter 728, Statutes of 2008);
- l) Monitor potential legislative proposals to modify Transportation Development Act performance metrics and assess options for replacement frameworks to ensure effective and appropriate performance evaluation and funding eligibility;
- m) Oppose efforts that would reduce local flexibility, or impose top-down transit service or fare coordination models without full consultation and agreement of affected local agencies;
- n) Support legislation to amend the implementation of SB 79 (Chapter 512, Statutes of 2025) by updating definitions and making other changes as needed to ensure continued community support for transit projects;

- o) Support efforts to extend the Federal Transportation Improvement Program approval period to prevent project delivery delays resulting from federal air quality conformity requirements.

SPONSORED LEGISLATION

Each year, OCTA may concern sponsoring legislation to clarify or address various transportation policy topics that require additional attention. This year, the following policy will require sponsoring legislation:

Sponsor legislation to revise OCTA governing statute to allow operation of a charter bus service to support the 2026 Fédération Internationale de Football Association World Cup and the 2028 Olympics and Paralympic Games.

I. CAP-AND-INVEST

Previously known as Cap-and-Trade, Cap-and-Invest has been reauthorized through 2045. The Cap-and-Invest agreement includes a tiered structure to facilitate revenue distribution depending on auction proceeds. The California High-Speed Rail Project would receive \$1 billion off the top and then another funding set aside of \$1 billion has been provided for "Legislature Discretionary." Following those funding commitments, funding is then allocated to traditional ongoing appropriations, which includes important transit programs, such as the Transit Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Because these programs are to be allocated set amounts each year rather than a percentage of the proceeds, these programs will no longer grow if revenues are higher than anticipated and will be the first to be reduced if revenues do not meet expectations. Over the next year, it is anticipated that there will be further negotiations to refine the revenue distribution structure. To that end, OCTA will advocate for the following:

- a) Protect transit funding provided under Cap-and-Invest to ensure TIRCP and LCTOP are maintained and funded at levels consistent with prior budget allocations to ensure continued certainty for programs and projects;
- b) Ensure that funding for transit, originally provided through SB 125 and later backfilled through the Greenhouse Gas Reduction Fund in future budget cycles, is fully preserved and allocated in accordance with previous budget appropriations;

- c) Monitor Cap-and-Invest funding for the California High-Speed Rail Project and promote prioritization of bookend projects within allocation decisions;
- d) Encourage regional parity in distribution of any discretionary funding in Cap-and-Invest.

II. IMPLEMENTATION OF ENVIRONMENTAL POLICIES

In order to ensure that the State's environmental regulations are implemented in an equitable manner, which will both help to reduce emissions and encourage the development of necessary infrastructure to serve California's growing population, OCTA will:

- a) Support efforts to ensure local flexibility in meeting the State's greenhouse gas emission reduction goals, including project mitigation requirements;
- b) Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;
- c) Work with air agencies and other stakeholders to ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- d) Monitor the State's transition to zero-emission vehicle technology to ensure that any corresponding policies adequately address the impact to long-term transportation funding stability;
- e) Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements;
- f) Oppose efforts to restrict road and highway construction by superseding existing broad-based environmental review and mitigation processes;
- g) Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs;
- h) Monitor efforts to create a statewide model related to vehicle miles traveled in order to ensure that local modeling is taken into account;

- i) Support efforts related to separate and distinct sand nourishment permits.

III. TRANSPORTATION FUNDING

OCTA will monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. Given that the State is anticipated to experience a continued deficit, OCTA will work to protect funding dedicated for transportation purposes, including appropriations made in the fiscal year 2025-26 Budget Act for transit operations and capital projects. Key actions include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the State to local transportation entities;
- c) Support efforts to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Support protecting or expanding local decision-making in programming transportation funds;
- f) Oppose efforts to reduce local prerogative over regional program funds;
- g) Support efforts to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- h) Oppose redirecting or reclassifying transportation revenue sources, including earned interest, for anything other than their intended purposes;
- i) Support the implementation of federal transportation programs in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;
- j) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;
- k) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time;
- l) Support flexibility in the application of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas, allowing OCTA to best meet the needs of its local communities;
- m) Support dedicated funding for transit operations, preferably through an ongoing formulaic approach;
- n) Support efforts to reform SB 375 (Chapter 728, Statutes of 2008) to improve the technical processes underpinning target setting and plan development, while also ensuring the reforms do not impact existing transportation funding distribution or eligibilities, or restrict the ability for transportation agencies to implement their projects or programs;
- o) Protect existing transit operations and capital funding while monitoring the implementation of the accountability provisions associated with the funding and inform clarifying legislation as needed;
- p) Oppose linking, reprioritizing, or aligning local and state transportation funding with policies that could significantly hinder a local agency's ability to deliver transportation programs and projects;
- q) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures and oppose mandating specific uses of future sales tax revenues;
- r) Oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs.

IV. FISCAL REFORMS & ISSUES

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner. Given that the State continues to report lower revenues than projected, uncertainties over future funding levels remain. Therefore, OCTA will:

- a) Monitor the study and development of alternative transportation funding proposals, including the State’s road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes;
- d) Oppose increases to administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;
- e) Support policies that ensure all users of the State’s transportation system pay their “fair share” to maintain and improve the system;
- f) Support efforts to restore equitable generation and disbursement of sales tax revenues that support the Local Transportation Fund;
- g) Support the retention of existing and future local revenue sources;
- h) Support reinstating the state sales tax exemption for the purchase of zero-emission buses.

V. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP), substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes

the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making authority with the regions by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds are programmed by the California Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP). OCTA will seek to ensure that the regional focus of the program is preserved. Key provisions to be sought by OCTA include:

- a) Support maintaining the current STIP formula, which provides 75 percent of STIP funding to the locally-nominated RTIP and 25 percent to the ITIP;
- b) Support equitable allocations of transportation funding, such as the north/south formula distribution of county shares and ITIP allocations;
- c) Support efforts to allow a mode-neutral STIP;
- d) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and goods movement improvement projects.

VI. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. Although transit has received significant funding infusions over the past decade, uncertainty remains regarding the long-term sustainability of funding availability and eligibility. OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source. To that end, OCTA will focus on the following:

- a) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;
- b) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;

2025-26 STATE LEGISLATIVE PLATFORM

- c) Support efforts to encourage and incentivize the interoperability of transit and rail systems within California;
 - d) Support limiting the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
 - e) Support incentives for transit-oriented development projects (i.e., authorize extra credit toward housing element requirements for these developments), including incentives for development;
 - f) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates;
 - g) Encourage policies and guidance that incentivize public transit ridership.
- b) Monitor and evaluate plans and progress of high-speed rail;
 - c) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation, operation, and maintenance of Positive Train Control safety technology;
 - d) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
 - e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network;

VII. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA serves as the primary construction lead for major capital improvements on this right-of-way, supported by OCTA's rail capital budget.

In addition, the state-supported Pacific Surfliner intercity passenger rail service, operated by Amtrak and managed by the LOSSAN Agency, provides passenger rail service between San Luis Obispo and San Diego. OCTA has served as the managing agency for the LOSSAN Agency since 2013, providing administrative and management support.

OCTA is also advancing the OC Streetcar Project, the county's first modern streetcar line. Running between the cities of Santa Ana and Garden Grove, it will serve as a vital new connection to regional rail and bus services and is scheduled to begin revenue service in 2026.

While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Support policies that encourage commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Monitor and inform efforts seeking to make reforms to rail planning, governance structure, or operations;
- g) Seek funding and other administrative solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;
- h) Seek support, funding, and streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor.

VIII. ROADS & HIGHWAYS

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, OCTA will focus on the following:

- a) Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies;
- b) Support authorizing local agencies to advertise, award, and administer contracts for state highway projects;

2025-26 STATE LEGISLATIVE PLATFORM

- c) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
 - d) Support streamlining of the Caltrans review process for projects without compromising environmental safeguards;
 - e) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;
 - f) Support management and integration of express lanes to promote consistent and seamless user experience;
 - g) Support studying the development and safe operation of autonomous vehicles and related technologies;
 - h) Support preserving local discretion and flexibility in the development of the congestion management program.
- to work with OCTA on operating policies to ensure seamless system operation;
 - d) Oppose the construction or operation of toll facilities that are inconsistent with local long range transportation plans;
 - e) Oppose the construction or operation of toll facilities that fail to respect existing local transportation projects and funding programs;
 - f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 and 405 Express Lanes;
 - g) Support the use of innovative means to enhance toll agency enforcement efforts;
 - h) Support collaborative solutions to high-occupancy vehicle lane degradation that protect local funding, have regional transportation agency support, and avoid transportation funding diversion;
 - i) Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections;

IX. TOLLED & MANAGED LANES

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors, including both the ownership of the 91 Express Lanes, a ten-mile toll facility on State Route 91, extending from State Route 55 to the Orange/Riverside County Line, and the 405 Express Lanes, which operates two lanes in each direction from State Route 73 to the Interstate 605.

Because many agencies are discussing the increased use of managed lane facilities, there remains a need to advocate for local flexibility and input. To ensure the continued success of the 91 Express Lanes, the 405 Express lanes, and for toll policy moving forward, OCTA will:

- a) Oppose efforts to divert revenues from toll facilities for purposes not directed by the responsible governing board;
- b) Support policies that allow OCTA, and its partners, to efficiently operate and maintain the 91 Express Lanes and the 405 Express Lanes;
- c) Support efforts to preserve local flexibility in the administration of toll lanes and encourage the State

- j) Inform discussions related to revising toll evasion penalties, toll exemptions, and other changes to enforcement strategies and mechanisms in order to maintain local control, opposing efforts that will hinder the ability to meet congestion management and financing requirements;
- k) Support policies that protect the process prescribed in AB 194 (Chapter 687, Statutes of 2015), which authorizes regional transportation agencies to develop and operate toll facilities, and ensure it is maintained in its application on future toll facilities.

X. GOODS MOVEMENT

The twin Ports of Los Angeles and Long Beach are considered two of the nation's busiest ports, vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. While the State's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global marketplace, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary

actions to mitigate any negative impacts to local communities. Key positions include:

- a) Support improvements to facilitate the movement of intrastate, interstate, and international trade beneficial to the State and Orange County's economy;
- b) Support policies that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding is retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure;
- f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;
- g) Ensure any effort to establish a container fee program dedicates funding to projects that mitigate the impact port activity may have on local communities, informed by input from local and regional agencies.

XI. ACTIVE TRANSPORTATION

Active transportation projects and programs, which encourage greater mobility through walking and bicycling, have grown in popularity due to the environmental, health, and cost savings benefits. OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi modal transportation system. Key positions include:

- a) Support policies to increase the visibility and safety of users engaged in active transportation;
- b) Support creative use of paths, roads, flood channels, and abandoned rail lines using existing established rights-of-way to promote bicycles trails and pedestrian paths, in coordination with any local agency with jurisdiction over those properties;
- c) Support funding and programs or policies that encourage the safe operation of an integrated multimodal system, which includes the interaction between roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;

- d) Support streamlined active transportation funding programs;
- e) Seek funding and support policies and projects to increase safety requirements related to the utilization of electric bicycles.

XII. ROLES & RESPONSIBILITIES

In recent years, there have been many efforts to reorganize or restructure transportation programs and local agency responsibilities. OCTA will continue to monitor policies that would significantly affect the way in which it operates, with a focus on maintaining local control and continued partnerships in order to advocate for the following principles:

- a) Support preserving the role of county transportation commissions, as consistent with existing law, in the administration of transportation programs;
- b) Oppose proposals that reduce the rights and responsibilities of county transportation commissions in planning, funding, and delivering transportation programs;
- c) Oppose policies that unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- d) Support partnerships with alternative mobility providers that allow for adequate information sharing while also respecting the planning efforts of local agencies;
- e) Support efforts to increase the flexibility of funds used for motorist service programs.

XIII. EMPLOYMENT ISSUES

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer. Key advocacy positions include:

Additional safety and security measures require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;

- b) Oppose policies that circumvent the collective bargaining process;
- c) Oppose policies adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, including pension benefits, the California Family Rights Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support efforts to reform and resolve inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;
- e) Support workforce development policies that facilitate a more efficient talent acquisition process;
- f) Support policies that encourage ridesharing, teleworking, vanpool, and related congestion relief programs for Orange County commuters.

XIV. TRANSPORTATION SECURITY & EMERGENCY PREPAREDNESS

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA understands the importance of ensuring the safety and security of our transportation network and protecting our customers. OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Additional safety and security measures require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;

- b) Support policies that balance retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
- c) Support technological advances in order to increase the safety of public transportation passengers and operators;
- d) Support policies that aim to enhance transit services and the overall safety and security of transit riders, public transit employees, and on-road vehicles while avoiding undue burden on transportation agencies to implement unfunded safety measures.

XV. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose policies adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support efforts to provide greater protection of OCTA's computer and information security systems;
- c) Support establishing reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support consistent campaign contribution limits as applied to both elected and appointed bodies;
- e) Monitor proposed changes related to the Ralph M. Brown Act, and other statutes governing public meetings, including the expanded use of technology;
- f) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serve all residents of Orange County;
- g) Oppose policies that create undue burden on transportation procurement practices or restrict ability to maintain local governing board award authority;
- h) Oppose efforts that create duplicative reporting requirements.



GOVERNMENT RELATIONS CONTACTS

Kristin Jacinto
 Executive Director,
 Government Relations
 714-560-5754
 kjacinto@octa.net

Alexis Carter
 Senior Government
 Relations Representative
 714-560-5475
 acarter@octa.net

Clara Brotcke
 Associate Government
 Relations Representative
 714-560-5329
 cbrotcke@octa.net



OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency

FEDERAL LEGISLATIVE PLATFORM 2025-26



Adopted on November 24, 2025





OCTA was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2024-25 is balanced at \$1.75 billion.
- Countywide bus system that spans 34 cities and eight congressional districts with 463 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing nearly 35 million rides annually.
- Countywide paratransit service for people with disabilities with 244 dedicated buses and approximately 1.07 million trips and 1.22 million boardings in FY 24-25.
- Three Metrolink commuter-rail lines with over 9,900 boardings each weekday.
- OCTA owns the LOSSAN rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of renewed Measure M approved by voters in 2006, providing \$13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 22 million vehicle trips in FY 2025. Owner and operator of the 405 Express Lanes with 17.4 million trips in FY 2025.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2026 BOARD OF DIRECTORS

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Jamey Federico
City Member

Katrina Foley
Supervisor

William Go
City Member

Patrick Harper
City Member

Michael Hennessey
Public Member

Fred Jung
City Member

Lauren Kleiman
City Member

Stephanie Klopfenstein
City Member

Carlos A. Leon
City Member

Janet Nguyen
Supervisor

Tam T. Nguyen
Public Member

Vicente Sarmiento
Supervisor

Kathy Tavoularis
City Member

Mark Tettemer
City Member

Donald P. Wagner
Supervisor

Lan Zhou
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Policy Issues in the 119 th Congress.....	Page 2
I. Transportation Funding	Page 2
II. Surface Transportation Reauthorization	Page 3
III. Transportation Planning & Programming.....	Page 4
IV. Fiscal Reforms & Issues.....	Page 4
V. Rail Programs.....	Page 5
VI. Transit Programs.....	Page 5
VII. Goods Movement.....	Page 6
VIII. Transportation Security & Emergency Preparedness.....	Page 6
IX. Environmental & Energy Issues.....	Page 6
X. Regulatory Requirements.....	Page 7

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. The Orange County Transportation Authority (OCTA) serves as the primary agency responsible for transportation planning in Orange County. OCTA manages a multimodal transportation system, overseeing a range of services including buses, Metrolink commuter rail, paratransit, and freeway improvements, as well as bicycle and pedestrian infrastructure, ensuring diverse mobility options for residents and visitors.

The 2025-26 Federal Legislative Platform serves as a framework document to guide OCTA's statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 119th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 119th Congress

A number of significant transportation issues will be discussed in the 119th Congress. OCTA will focus its advocacy efforts on the following principles:

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements, and services in order to meet the mobility needs of Orange County;
- b) Request annual appropriations at least consistent with authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act (IIJA) are maintained in order to meet our county's critical infrastructure needs;
- c) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs, ensuring funding OCTA receives from IIJA is maintained;
- d) Oppose rescissions or other arbitrary funding cuts to transportation programs;

- e) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures for capital and operations, including any new revenue;
- f) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- g) Ensure that Orange County is eligible for funding provided to meet air quality standards for the South Coast Air Basin and oppose efforts that would impact the use of transportation funding;
- h) Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure;
- i) Encourage federal leadership, in conjunction with state and local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor;
- j) Support the authority to secure direct funding for Orange County projects;
- k) Support efforts to preserve local flexibility in the administration of toll lanes and use of toll revenues;
- l) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;
- m) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding assistance or incentives, project delivery tools, and/or regulatory relief.

I. TRANSPORTATION FUNDING

Current federal law does not require the appropriation of authorized HTF dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the current funding status of OCTA's capital program. Other funding priorities for OCTA include:

- a) Support sustainable transportation funding levels that allow OCTA to continue to improve mobility in and around Orange County;
- b) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;
- c) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;
- d) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit operations and facilities, rail lines, and related software systems;
- e) Support funding for commuter and intercity passenger rail corridors in Orange County;
- f) Support funding to develop training information programs to instruct on the use of new technology and address workforce needs at transit and transportation agencies;
- g) Advocate for Inflation Reduction Act funding to support transit and transportation programs;
- h) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;
- i) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects.

II. SURFACE TRANSPORTATION REAUTHORIZATION

The IIJA (Pub. L. No. 1147-58) authorized over \$567 billion over five years for programs. With the IIJA as law, OCTA has focused much of its advocacy efforts on implementation efforts that allow state and local government agencies to move forward with a federal partner on critical transportation projects. Now with the IIJA set to expire on September 30, 2026,

OCTA will dually prioritize implementation while also advocating for its priorities related to enacting long-term reauthorization legislation. In 2025, the OCTA Board approved a set of guiding principles to inform reauthorization discussions, which are included in the appendix. Those notwithstanding, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;
- c) Ensure a long-term partnership with the federal government that helps OCTA address transit capital and operating revenue needs;
- d) Oppose unfunded federal mandates that further reduce the resources of state and local transportation agencies;
- e) Oppose policies that undermine or limit local control over land use decisions;
- f) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;
- g) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;
- h) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;
- i) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share;
- k) Support efforts to reinstate the state suballocation process regarding the distribution of federal formula funding;
- l) Support funding to address the current vulnerabilities on the LOSSAN Rail Corridor to prevent future service disruptions;

III. TRANSPORTATION PLANNING AND PROGRAMMING

In the 119th Congress, OCTA will continue to support the implementation of the IIJA while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

- a) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for operating expenses associated with any fixed-guideway or eligible bus projects;
- b) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- c) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- d) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;
- e) Advocate for policies to encourage, when possible, a complete streets approach to multimodal project planning in order to expedite project delivery;
- f) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- g) Encourage cooperation between local, state, and federal partners to mitigate or eliminate any policy that places burdensome requirements on operators related to degradation of facilities and performance;
- h) Support streamlining and greater flexibility of Federal Buy America requirements including increased clarification on market availability and technical feasibility of the Build America, Buy America Act requirements created in the IIJA to prevent any unintended disruption to projects and programs;
- i) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;

- j) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law;
- k) Support inclusive public engagement, planning, and delivery of mobility improvements that best serve all the residents of Orange County;
- l) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as private sector partners, in the testing, development, demonstration, deployment, and operation of autonomous and connected vehicle technologies, while encouraging policies that ensure their safe implementation.

IV. FISCAL REFORMS & ISSUES

Transportation infrastructure projects are critical drivers in job creation and business development. Legislative and regulatory proposals can impact the ability of transportation agencies to deliver these infrastructure projects. Expediting project delivery serves as a key tool for driving economic growth and stimulating activity. Regarding these developments, OCTA will:

- a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;
- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy processes that delay project delivery;
- c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;
- d) Support fiscally-sound proposals to adequately address the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;
- e) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- f) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;

- g) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;
- h) Support efforts to ensure that all users of the national transportation system pay their “fair share” to maintain and improve the system;
- i) Support additional funding and regulatory flexibility to facilitate the use of alternative mobility providers;
- j) Support regulatory efforts that would allow for joint procurement processes.

the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;

- c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;
- d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers;
- e) Seek funding and other solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;
- f) Seek support, funding, and project streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor.

V. RAIL PROGRAMS

Metrolink is Southern California’s commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA serves as the primary construction lead for major capital improvements on this right-of-way, supported by OCTA’s rail capital budget.

In addition, the state-supported Pacific Surfliner intercity passenger rail service, operated by Amtrak and managed by the LOSSAN Agency, provides passenger rail service between San Luis Obispo and San Diego. OCTA has served as the managing agency for the LOSSAN Agency since 2013, providing administrative and management support.

OCTA is also advancing the OC Streetcar Project, the county’s first modern streetcar line. Running between the cities of Santa Ana and Garden Grove, it will serve as a vital new connection to regional rail and bus services and is scheduled to begin revenue service in 2026.

While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Support funding for rail safety programs, including funding for operation and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;
- b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains

VI. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. Federal transit funding is provided on both a formula and competitive basis. Discretionary funding under the IIJA has been highly competitive for transit programs. As future demand for transit funding increases due to environmental regulations and increased capital and operations costs put further strain on existing resources, creating more opportunities for predictable transit funding will continue to be a priority for OCTA. Specifically, OCTA will focus on the following:

- a) Encourage policies and guidance that incentivize public transit ridership;
- b) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates;
- c) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral;
- d) Support reinstating and expanding of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;
- e) Support efforts to create a more competitive marketplace for transit buses to help drive down costs and strengthen the supply chain.

VII. GOODS MOVEMENT

The twin Ports of Los Angeles and Long Beach are considered two of the nation's busiest ports. The maintenance, improvement, and modernization of our region's goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and responsive to the consumer needs of Southern California. Even though the IJJA continued to provide funding for goods movement projects and programs, revenue streams remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment. OCTA's advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;
- c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;
- d) Support regionally significant grade separation projects that improve the flow of goods and people throughout Southern California;
- e) Support local control of goods movement infrastructure and freight mobility projects;
- f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;
- g) Ensure eligibility for funding and programs is available to all transportation modes that benefit regional goods movement.

VIII. TRANSPORTATION SECURITY & EMERGENCY PREPAREDNESS

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal homeland security and emergency preparedness grant partners, and local jurisdictions to enhance the security and resiliency of Orange County's transportation system. OCTA will pursue the following

priorities to ensure that the agency's safety, security, and emergency preparedness needs are met:

- a) Support increased funding for training, increased security, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to also support all modes of transportation;
- b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;
- c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;
- d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel;
- e) Support efforts to provide sufficient funding for transit agencies to implement physical security, mandated employee screenings, and cybersecurity directives while also incorporating transit agency technical expertise in developing regulatory guidelines and procedures.

IX. ENVIRONMENTAL & ENERGY ISSUES

Federal environmental policies affecting OCTA include the National Environmental Protection Act, the Clean Air Act, the Clean Water Act, and the Endangered Species Act. Therefore, policies to further develop environmental and energy-efficient goals will likely have an impact on OCTA's operations. With such proposals in mind, OCTA will:

- a) Seek funding to comply with state and local environmental standards;
- b) Support expedited review for project development, right-of-way acquisition, and construction activities without impairing substantive environmental requirements;

- c) Ensure adequate funding and flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;
- d) Support efforts related to separate and distinct sand nourishment permits;
- e) Support streamlining U.S. Army Corps of Engineers processes to expedite transportation projects.

X. REGULATORY REQUIREMENTS

OCTA must also monitor several other administrative requirements, including new and expanded regulatory definitions that may affect the agency's operations. As such, OCTA will:

- a) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;
- b) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increased operational costs, making it harder to deliver projects and improve mobility in Orange County;
- c) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;
- d) Oppose policies that limit state or local pension benefit reforms.



GOVERNMENT RELATIONS CONTACTS

Kristin Jacinto
 Executive Director,
 Government Relations
 714-560-5754
 kjacinto@octa.net

Alexis Carter
 Senior Government
 Relations Representative
 714-560-5475
 acarter@octa.net

Clara Brotcke
 Associate Government
 Relations Representative
 714-560-5329
 cbrotcke@octa.net



OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency



June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Federal Legislative Advocacy and Consulting Services

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the memo.

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC for federal legislative advocacy and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2027, through December 31, 2028.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 between the Orange County Transportation Authority and Potomac Partners DC to exercise the first option term of the agreement in the amount of \$540,000, for federal legislative advocacy and consulting services through December 31, 2028. This will increase the maximum obligation of the agreement to a total contract value of \$1,080,000.

Discussion

Since 2003, the Orange County Transportation Authority (OCTA) has contracted with Potomac Partners DC (PPDC), for federal legislative advocacy services. Through competitive procurements, the OCTA Board of Directors (Board) awarded the federal advocacy contract to PPDC in 2002, 2007, 2010, 2014, 2018, and most recently in 2024. On November 25, 2024, the Board approved a contract with PPDC to provide federal advocacy and consulting services for an initial term of two years through December 31, 2026, with two, two-year option terms.

The federal legislative advocacy and consulting services provided by PPDC are led by principals Richard Alcalde and Daniel Feliz. Through their work for OCTA, PPDC has developed significant long-term relationships with key members in Congress and worked on several priority policy issues and goals for OCTA including helping maintain full federal funding for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor, securing community project funding for the LOSSAN Rail Corridor, Measure M2 projects, and transit services, and bringing key members of Congressional leadership to visit projects in Orange County. In addition, PPDC has advanced policy priorities for OCTA, including restoration of population-based distribution of Surface Transportation Block Grant Program and Congestion Mitigation Air Quality Improvement Program funds and permit reform as part of surface transportation reauthorization.

In 2025, OCTA’s annual evaluation of the work performed by PPDC rated the firm as “excellent” in its overall efforts and “very good” in terms of outcomes of key OCTA policy objectives.

Many of the above policy issues are expected to be ongoing in the upcoming session, especially as negotiation and potential implementation of surface transportation reauthorization take place and new members of Congress are installed.

Procurement Approach

The procurement was originally handled in accordance with OCTA’s Board-approved procedures for professional and technical services. On November 25, 2024, the Board approved the award of the agreement with PPDC to provide federal legislative advocacy and consulting services. The agreement was awarded on a competitive basis and included a two-year initial term in the amount of \$540,000, with two, two-year option terms.

The initial term of the agreement will expire on December 31, 2026. The proposed Amendment No. 1 is to exercise the first option term to extend the agreement through December 31, 2028, in the amount of \$540,000, bringing the total contract value to \$1,080,000.

In accordance with the existing agreement, PPDC’s firm-fixed monthly fee of \$22,500 will remain as originally negotiated, therefore pricing is deemed fair and reasonable. The agreement was awarded with no increases to the firm-fixed monthly fee. Exercising the first option term will allow PPDC to continue providing federal legislative advocacy and consulting services to OCTA.

Fiscal Impact

Funding for the project was approved in OCTA's Fiscal Year 2026-27 Budget, Government Relations, Account No. 1412-7519-A3201-E58, and the project is funded through the General Fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 with Potomac Partners DC, to exercise the first option term in the amount of \$540,000, for continued federal legislative advocacy and consulting services effective January 1, 2027, through December 31, 2028.

Attachments

- A. Scope of Work, Federal Legislative Advocacy and Consulting Services
- B. Potomac Partners DC, Agreement No. C-4-2285 Fact Sheet

Approved by:



Kristin Jacinto
Executive Director, Government
Relations
(714) 560-5754



Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

**SCOPE OF WORK
FEDERAL LEGISLATIVE ADVOCACY AND CONSULTING SERVICES**

I. General

The federal legislative advocate team will need to address a series of issues and be organized around the federal goals and objectives of the Orange County Transportation Authority's (OCTA) Legislative Platform (Attachment 1). The primary issues and objectives are summarized as follows:

1. Secure a stable and reliable long term surface transportation reauthorization bill, and annual appropriations bills in accordance with current Legislative Platform and Board of Directors (Board)-approved project and program requests.
2. Advocate at the Congressional and Executive Branch levels for federal funding for OCTA projects and programs, including Community Project Funding (CPF) and Congressionally Directed Spending (CDS).
3. Advocate on behalf of OCTA's position on Southern California regional issues in Washington DC, including the 2028 Olympics, air quality mandates, regional goods movement and rail.
4. Seek to maximize funding for all OCTA modal programs in the next surface transportation reauthorization bill, seeking to protect OCTA's discretion in the use and programming of federal funds and maximizing funding on a formula basis.
5. Seek to streamline and accelerate the delivery of federally funded projects, mitigating any impacts from federal regulatory requirements.
6. Advocate for funding of compliance costs for any new federally mandated requirements.
7. Advocate for federal intercity passenger rail funding and permit streamlining for the San Luis Obispo-Los Angeles-San Diego (LOSSAN) corridor, including recommendations for the future protection of the corridor.

II. Coalition Activities

OCTA expects the federal legislative advocate(s) to build and sustain a strong federal coalition in support of OCTA.

1. OCTA Legislative Platform

- 1.1 Provide input to and implement OCTA-developed funding strategies for transportation projects including bus transit, rail transit, highway, intelligent transportation systems projects, and any other projects and programs

which may be appropriate to achieve OCTA mobility goals. This can include identifying funding options, informing funding guidance, obtaining support letters and submitting applications for CPF and CDS requests.

- 1.2 Recommend appropriate activities for OCTA Board members and OCTA staff at various stages of the legislative process.
- 1.3 Provide general political and advocacy advice to the OCTA.

2. Legislation, Regulations, and Policy

- 2.1 Notify OCTA of anticipated, newly introduced, or amended federal legislation, regulations, and administrative policy actions which could impact OCTA and provide a legislative analysis on how such action(s) may affect the interest of OCTA.
- 2.2 Working with OCTA, develop positions and tactics which implement OCTA's strategy objectives regarding the upcoming reauthorization of the surface transportation program.
- 2.3 Provide information and advice regarding upcoming congressional hearings which may impact policies and programs of OCTA.
- 2.4 Attend hearings and other public sessions of interest to OCTA.
- 2.5 Assist in the preparation of testimony before congressional committees, recommending opportunities to highlight OCTA programs and projects. Represent OCTA before committee members and staff, including but not limited to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, the Senate Committee on Banking and Urban Affairs, the Senate Commerce Committee and the Senate Committee on Environment and Public Works.
- 2.6 Assist in drafting legislative language, and other written materials deemed of interest to OCTA, to ensure that the goals and objectives of OCTA are fulfilled.
- 2.7 Assist in drafting responses to Federal Register notices and other federal public comment announcements.
- 2.8 Assist in preparation of appropriate written materials supporting OCTA legislative goals, including letters, talking points, bill summaries and position papers.

3. Liaison and Advocacy Activities

3.1 Orange County Congressional Delegation

3.1.1 Maintain frequent formal and informal contact with the Orange County delegation members and staff to represent and advocate OCTA policies and positions.

3.1.2 Recommend when OCTA Board Members and/or OCTA staff should be in direct contact with members of the Orange County delegation or their key legislative staff.

3.2 House and Senate

3.2.1 Maintain direct and frequent contact with key members and staff of appropriate Senate and House Committees to represent and advocate OCTA policies and positions.

3.2.2 Arrange meetings between key Members of Congress and OCTA personnel as appropriate in Washington, D.C. or Orange County. Provide logistical support for Washington, D.C. visits.

3.2.3 Recommend timing and nature of contacts with the Orange County delegation and other Members of Congress in Washington, D.C.

3.3 Executive Branch

3.3.1 Meet with and arrange meetings with appropriate White House officials and staff, as necessary, to represent and advocate OCTA policies and positions.

3.3.2 Meet with and arrange meetings with appropriate Department of Transportation officials and staff, and other federal agencies, as necessary, to represent and advocate OCTA policies and positions.

III. **Administrative Coordination**

OCTA expects the federal legislative advocates to continuously coordinate with OCTA Board, Chief Executive Officer and staff.

1. Administrative Coordination

1.1 Coordinate all activities with the OCTA State and Federal Relations Manager and Executive Director, Government Relations as appropriate.

1.2 Coordinate with members of the OCTA Board, as appropriate.

- 1.3 Coordinate with other OCTA consultants, as appropriate.
2. Administrative Reporting and Conferencing
 - 2.1 Preparation of Materials, Conference Calls, Oral Reports, Written Reports, and Additional Assignments.
 - 2.2 Participate via teleconferencing with the OCTA's Manager of State and Federal Relations, other OCTA staff, and other consultants as necessary.
 - 2.3 Provide on-site and in-person oral reports to the Board and meet with appropriate OCTA staff at the OCTA headquarters in Orange, California, as needed. The number of on-site reports is not expected to exceed four (4) per year.
 - 2.4 Submit a written monthly activity and status report, including key advocacy activities undertaken on behalf of OCTA during each month.
 - 2.5 Undertake additional assignments that have been mutually agreed upon by both parties and are necessary to accomplish OCTA's objectives in Washington.



Adopted on November 27, 2023

FEDERAL LEGISLATIVE PLATFORM 2023-24





The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2022-23 is balanced at \$1.7 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 419 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing more than 31 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and approximately 833,000 trips and 972,000 boardings in FY 22-23.
- Three Metrolink commuter-rail lines with nearly 7,000 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$14.8 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 20 million vehicle trips in FY 2022-23. Owner and operator of the recently opened 405 Express Lanes.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2024 BOARD OF DIRECTORS

Ashleigh Aitken
City Member

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Andrew Do
Supervisor

Jon Dumitru
City Member

Jamey Federico
City Member

Katrina Foley
Supervisor

Patrick Harper
City Member

Michael Hennessey
Public Member

Gene Hernandez
City Member

Fred Jung
City Member

Farrah N. Khan
City Member

Stephanie Klopfenstein
City Member

Tam Nguyen
Public Member

Vicente Sarmiento
Supervisor

John Stephens
City Member

Donald P. Wagner
Supervisor

Vacant
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Policy Issues in the 118 th Congress.....	Page 3
I. Transportation Funding	Page 3
II. IIJA Implementation.....	Page 4
III. Transportation Planning and Programming.....	Page 5
IV. Fiscal Reforms and Issues.....	Page 5
V. Rail Programs.....	Page 6
VI. Goods Movement.....	Page 6
VII. Transportation Security and Emergency Preparedness.....	Page 7
VIII. Environmental and Energy Issues.....	Page 7
IX. Regulatory Requirements.....	Page 8

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2023-24 Federal Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 118th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 118th Congress

A number of significant transportation issues will be discussed in the 118th Congress. OCTA will focus its advocacy efforts on the following principles:

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements, and services in order to meet the mobility needs of Orange County;
- b) Request annual appropriations at least consistent with authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act (IIJA) are maintained in order to meet our county's critical infrastructure needs;
- c) Encourage policies and guidance that incentivize public transit ridership;
- d) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serves all the residents of Orange County;
- e) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;

- f) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;
- g) Advocate for transit and transportation agencies to be eligible for transportation funding programs under the Inflation Reduction Act;
- h) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures;
- i) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- j) Seek support for adaptation and resiliency efforts related to environment for critical transportation infrastructure;
- k) Seek funding and other solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;
- l) Seek support, funding, and project streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor;
- m) Encourage federal leadership, in conjunction with state and local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor;
- n) Support the authority to secure direct funding for Orange County projects;
- o) Support efforts to preserve local flexibility in the administration of toll lanes and use of toll revenues;
- p) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects.

I. TRANSPORTATION FUNDING

Current federal law does not require the appropriation of authorized HTF dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA

will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the current funding status of OCTA's capital program. Other funding priorities for OCTA include:

- a) Support sustainable transportation funding levels that allow OCTA to continue to improve mobility in and around Orange County;
- b) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs;
- c) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;
- d) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;
- e) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit operations and facilities, rail lines, and related software systems;
- f) Support funding for regional and intercity passenger rail corridors in California;
- g) Support funding to develop training information programs to instruct on the use of new technology and address workforce needs at transit and transportation agencies;
- h) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding incentives and project delivery tools;
- i) Support efforts to reinstate the state suballocation process regarding the distribution of federal formula funding;
- j) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates.

II. IIJA IMPLEMENTATION

The IIJA (Pub. L. No. 1147-58) authorized over \$567 billion over five years for programs. With the IIJA as law, OCTA will focus much of its advocacy efforts in the 118th Congress on implementation efforts that allow state and local government agencies to move forward with a federal partner on critical transportation projects. As such, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;
- c) Ensure a long-term partnership with the federal government that helps OCTA address capital and operating revenue shortfalls;
- d) Oppose unfunded federal mandates that further reduce the resources of state and local transportation agencies;
- e) Oppose policies that undermine or limit local control over land use decisions;
- f) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;
- g) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;
- h) Support policies to encourage the safe development, demonstration, deployment, and operation of connected and automated vehicle technologies;
- i) Oppose rescissions or other arbitrary funding cuts to transportation programs;
- j) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;
- k) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share.

III. TRANSPORTATION PLANNING AND PROGRAMMING

In the 118th Congress, OCTA will continue to support the implementation of the IIJA while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

- a) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for three-to-five years of operating expenses associated with any fixed-guideway or eligible bus projects;
- b) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- c) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs;
- d) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- e) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;
- f) Advocate for policies to encourage, when possible, a “complete streets” approach to multimodal project planning in order to expedite project delivery;
- g) Support shifting the approval of Regional Transportation Plan amendments involving Transportation Control Measures from the Environmental Protection Agency back to the Federal Highway Administration while allowing for an adequate consultation process;
- h) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- i) Encourage cooperation between local, state, and federal partners to mitigate or eliminate any policy that places burdensome requirements on operators related to degradation of facilities and performance;
- j) Support streamlining and greater flexibility of Federal Buy America requirements including increased clarification on market availability and technical feasibility of the Build America, Buy America Act requirements created in the IIJA to prevent any unintended disruption to projects and programs;
- k) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;
- l) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law.

IV. FISCAL REFORMS AND ISSUES

Several legislative and regulatory proposals would have economic impacts, both positive and negative, affecting the delivery of transportation infrastructure projects that create jobs and spur further business development in Orange County. Regarding these developments, OCTA will:

- a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;
- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy amendment processes that delay project delivery;
- c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;
- d) Support fiscally-sound proposals to adequately address the HTF’s structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;

- e) Support the equitable collection and distribution of sales tax revenue from out-of-state, online retailers (*South Dakota v. Wayfair, Inc.*);
- f) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- g) Support policies that expedite the delivery of transportation improvements or the development of business opportunities in order to create jobs and economic activity in Southern California;
- h) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;
- i) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;
- j) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;
- k) Support additional funding flexibility to facilitate the use of alternative mobility providers.

V. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the LOSSAN Agency. OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for Pacific Surfliner service in June 2015 via an interagency transfer agreement with

the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. OCTA will continue to monitor the development of additional service to ensure that it does not adversely affect other transportation funding sources. Other rail policy priorities include the following:

- a) Support funding for rail safety programs, including funding for operation and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;
- b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;
- c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;
- d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers.

VI. GOODS MOVEMENT

The twin Ports of Los Angeles and Long Beach are considered "America's Gateway" and the nation's busiest ports. The maintenance, improvement, and modernization of our region's goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and responsive to the consumer needs of Southern California. The need for the Southern California region to remain competitive is further underscored by the expansion and modernization efforts of foreign competitors. Even though the IJA continued to provide funding for goods movement projects and programs, revenue streams remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment. OCTA's advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
 - b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;
 - c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;
 - d) Support regionally-significant grade separation projects that improve the flow of goods and people throughout Southern California;
 - e) Support local control of goods movement infrastructure and freight mobility projects;
 - f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;
 - g) Ensure eligibility for funding and programs is available to all transportation modes that benefit regional goods movement.
- c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;
 - d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel;
 - e) Support efforts to provide sufficient funding for transit agencies to implement physical security, mandated employee screenings, and cybersecurity directives while also incorporating transit agency technical expertise in developing regulatory guidelines and procedures.

VII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of Orange County's transportation system. OCTA will pursue the following priorities to ensure that the agency's safety, security, and emergency preparedness needs are met:

- a) Support increased funding for training, increased surveillance, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to ensure a more resilient transportation system;
- b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;

VIII. ENVIRONMENTAL AND ENERGY ISSUES

Federal environmental policies affecting OCTA include the National Environmental Protection Act, the Clean Air Act, the Clean Water Act, and the Endangered Species Act. Therefore, policies to further develop environmental and energy-efficient goals will likely have an impact on OCTA's operations. With such proposals in mind, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process without impairing substantive environmental requirements;
- b) Seek funding to meet state and local environmental quality requirements, including requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;
- c) Support the continuation and expansion of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;
- d) Monitor proposals to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
- e) Support expedited review for project development, right-of-way acquisition, and construction activities;

- f) Ensure adequate flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;
- g) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral.

IX. REGULATORY REQUIREMENTS

OCTA must also monitor several other administrative requirements, including new and expanded regulatory definitions that may affect the agency's operations. As such, OCTA will:

- a) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;
- b) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increase operational costs, making it harder to deliver projects and improve mobility in Orange County;
- c) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;
- d) Oppose policies that limit state or local pension benefit reforms;
- e) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as those of private sector partners, in the testing and deployment of autonomous vehicles and related technologies.



MAP KEY

-  LOSSAN RAIL CORRIDOR
-  405 EXPRESS LANES
-  METROLINK ORANGE COUNTY LINE
-  METROLINK INLAND EMPIRE/ORANGE COUNTY LINE
-  METROLINK 91 LINE
-  91 EXPRESS LANES
-  OC STREETCAR PROJECT (2025)

“Our mission is to enhance the quality of life in Orange County by delivering safer, faster, and more efficient transportation solutions.”

ORANGE COUNTY TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS CONTACTS

Lance Larson
 Executive Director,
 Government Relations
 714-560-5908
 llarson@octa.net

Kristin Jacinto
 Manager,
 State and Federal Relations
 714-560-5754
 kjacinto@octa.net

Alexis Leicht
 Government Relations
 Representative
 714-560-5475
 aleicht@octa.net

Clara Brotcke
 Government Relations
 Representative, Associate
 714-560-5329
 cbrotcke@octa.net



OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency

**Potomac Partners DC
Agreement No. C-4-2285
Fact Sheet**

1. November 25, 2024, Agreement No. C-4-2285, \$540,000, approved by the Board of Directors (Board).
 - Agreement to provide federal legislative advocacy and consulting services.
 - The contract term is for a two-year initial term effective through December 31, 2026, with two, two-year option terms.
2. June 22, 2026, Amendment No. 1 to Agreement No. C-4-2285, \$540,000, pending approval by the Board.
 - Amendment to exercise the first option term of the agreement effective January 1, 2027, through December 31, 2028.

Total committed to Potomac Partners DC, Agreement No. C-4-2285: \$1,080,000.



June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" field of the memo.

Overview

Staff is requesting Orange County Transportation Authority Board of Directors' approval to release a request for proposals for state legislative advocacy and consulting services for a term beginning January 1, 2027, following the expiration of the current contract on December 31, 2026, and coinciding with the 2027–28 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250342 for selection of a firm to provide state legislative advocacy and consulting services.
- B. Approve the release of Request for Proposals 250342 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.
- C. Approve the evaluation committee and proposed schedule for the procurement.

Discussion

The Orange County Transportation Authority (OCTA) has regularly sought proposals for state legislative advocacy and consulting services. The most recent procurement was completed in 2020. On October 26, 2020, the OCTA Board of Directors (Board) approved a state legislative advocacy and consulting contract with Topp Strategies, LLC, with Platinum Advisors, LLC as a subcontractor, for an initial term of two-years through December 31, 2022, with two, two-year option terms. On July 25, 2022, the Board authorized exercising

the first option term of the agreement and extending the term of the first option by five months through December 31, 2024. The Board then exercised the second option term of the contract on June 24, 2024. The second term will expire December 31, 2026. Under this contract, Moira Topp serves as the lead legislative advocate for OCTA, a role which she has had since 2007.

OCTA's state legislative consultants represent the agency's positions on legislation, policy issues, and funding priorities before the State Legislature and the Administration. The state legislative advocacy consultants also provide input to the OCTA legislative platform, notify staff of relevant proposed legislation, legislative activity affecting OCTA, and provide timely updates and strategy for transportation issues and events occurring in Sacramento.

It is important for OCTA to retain advocacy services during the next legislative session. With a new Administration starting and several new members of the State Legislature, it will be important that OCTA influence transportation funding and policy discussions early on. It is expected that next session will bring significant challenges related to overall transportation funding and policies. This includes potential discussions about future transportation funding sources as revenues decline and uncertainties about transportation funding from the Cap-and-Invest Program. In addition, it is anticipated that discussions will continue on several ongoing policy issues related to zero-emission transportation technology, governance and accountability reforms among transit operators, the meeting of statewide environmental goals through transportation planning and services, and the future role of toll facilities and transit within the State.

With these considerations, staff recommends releasing a request for proposals for state legislative advocacy and consulting services for an initial two-year term from January 1, 2027, to December 31, 2028, with two, two-year option terms. This contract term not only maintains alignment with the term of each session of the Legislature but also is consistent with OCTA's federal advocacy contract.

Procurement Approach

Staff is requesting that the Board approve the release of RFP 250342, and the evaluation criteria and weightings. The procurement will be handled in accordance with OCTA's policies and procedures for professional services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing, prior experience with similar clients, approach to the scope of work, and expertise in the field of advocacy.

The proposed evaluation criteria and weightings are as follows:

- Qualifications of the Firm 25 percent
- Staffing 35 percent
- Work Plan 25 percent
- Cost and Price 15 percent

The qualifications of the firm criterion is weighted at 25 percent as it is important because the firm must show that it has performed these services for other similar clients and has the necessary access to the state legislators and their staff. Staffing criterion is weighted highest at 35 percent as it is the most critical element to the success of these services. The key personnel must be knowledgeable of the political and economic climate and the ongoing transportation issues that face California. The work plan is also weighted at 25 percent as the firms must demonstrate that the firm has a good understanding of OCTA's needs and be able to advocate on OCTA's behalf. Finally, cost and price criterion is weighted at 15 percent as firms must demonstrate that they can perform the services at maximum cost efficiencies to ensure that OCTA receives value for the services provided.

The contract for this procurement will be solicited for a two-year initial term with two, two-year option terms. The total cost of the initial term is anticipated to be approximately \$456,000.

Evaluation Team

As with past procurements for state and federal advocacy and consulting services, staff is recommending Board participation in the evaluation and interview of the proposing firms. Consistent with the process used for the federal advocacy and consulting services contract in 2024, staff is recommending the creation of an evaluation team of five voting members, consisting of the Chair of the Board, Vice Chair of the Board, the Chair of the Legislative and Communications Committee, Chief Executive Officer, and the Executive Director of Government Relations. Additionally, Contracts Administration and Materials Management (CAMM) staff will facilitate the procurement activities but will not be a voting member. It is expected that the evaluation committee, apart from CAMM staff, will be available to meet virtually on August 24, 2026, as set forth in the schedule below.

Procurement Schedule

Staff recommends the following draft schedule for the procurement of state legislative advocacy and consulting services. The RFP will be released and available from June 22 to July 22, 2026.

June 18 - Draft RFP and schedule presented to the Legislative Committee for approval

June 22 - Draft RFP and schedule to the Board for approval

June 22 - Issue RFP

July 7 - Pre-proposal conference (done virtually with OCTA Government Relations staff and CAMM staff participation)

July 14 - Deadline for written questions to be submitted

July 22 - Proposal submittal deadline

August 24 - Interviews (virtually with entire evaluation team participation)

October 15 - Recommendation from the Legislative Committee

October 26 - Board consideration of the recommendation from the Legislative Committee

The draft RFP is included as Attachment A. The RFP will be released upon Board approval of these recommendations.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2026-27 Budget, Government Relations, Account No. 1412-7519-A3202-K5H, and is funded through the Local Transportation Fund.

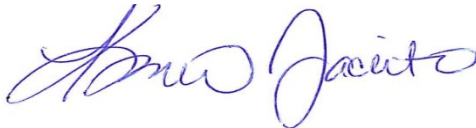
Summary

Board of Directors' approval is requested to release RFP 250342 to initiate the competitive procurement process to select a firm to provide state legislative advocacy and consulting services, as well as approval of the proposed evaluation criteria, weightings, evaluation team, and draft procurement schedule.

Attachment

- A. Draft Request for Proposals 250342 – State Legislative Advocacy and Consulting Services

Approved by:



Kristin Jacinto
Executive Director, Government
Relations
(714) 560-5754



Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

DRAFT REQUEST FOR PROPOSALS (RFP) 250342

**STATE LEGISLATIVE ADVOCACY
AND CONSULTING SERVICES**



**ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282**

Key RFP Dates

Issue Date: Monday, June 22, 2026

Pre-Proposal Conference Date: July 7, 2026

Question Submittal Date: Tuesday, July 14, 2026

Proposal Submittal Date: July 22, 2026

Interview Date: August 24, 2026

SECTION I. INSTRUCTIONS TO OFFERORS

A. NOTICE OF REQUEST FOR PROPOSALS



NOTICE OF REQUEST FOR PROPOSALS

(RFP): 250342 "State Legislative Advocacy and Consulting Services"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide state legislative and advocacy and consulting services during the 2027-28 legislative session, with an initial two-year term and two, two-year option terms:

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals submitted in response to "RFP 250342" must be provided, electronically, through the [Authority's OpenGov Procurement portal](https://procurement.opengov.com/portal/octa/projects/266056), at <https://procurement.opengov.com/portal/octa/projects/266056> before the deadline of **2:00 pm Pacific Standard Time (PST) on Wednesday, July 22, 2026. Authority will not accept hard copy proposals for this RFP.**

Offerors must follow the instructions in the "Submission of Proposals" section of the RFP. The ability to complete and submit a response will expire at the submittal deadline.

Offerors are required to contact the Contract Administrator prior to the submission deadline should Offerors encounter technical issues responding to this RFP.

To receive all further information regarding this RFP, firms and subconsultants must be registered on OpenGov Procurement and following this RFP on the [Authority's public OpenGov Procurement portal](#).

A pre-proposal conference will be held via teleconference on Tuesday, July 7, 2026, at 10:30 am PST.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- Copy and Paste this link to join the meeting online:
<https://teams.microsoft.com/meet/223870668331331?p=wa5b9H5HhtJ4knexqC>
- OR Call-in Number: (916) 550-9867
- Conference ID: 638338707#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established August 24, 2026, as the date(s) to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

B. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held both on-site/in-person and via teleconference on Tuesday, July 7, 2026, at 10:30 am PST.

Prospective Offerors may join or call-in using the following credentials:

- Copy and Paste this link to join meeting online:
 - <https://teams.microsoft.com/meet/223870668331331?p=wa5b9H5HhtJ4knexqC>
- OR Call-in Number: (916) 550-9867
- Conference ID: 638338707#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via formal addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

C. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

D. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

E. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Georgia Martinez
Department Manager, Contracts and Procurement
(714) 560-5605
gmartinez@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no Offeror, subcontractor, lobbyist or agent hired by the Offeror shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP.

Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any Offeror, subcontractor, lobbyist or agent hired by the Offeror that engages in such prohibited communications may result in disqualification of the Offeror at the sole discretion of the Authority.

F. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall submit such request for clarification or inquiry through the "Question and Answer" section of this RFP on the Authority's OpenGov Procurement portal prior to 2:00 pm PST on Tuesday, July 14, 2026. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be issued to this RFP on the Authority's OpenGov Procurement portal.

2. Submitting Requests

All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and received via the Authority's OpenGov Procurement portal before 2:00 pm PST, on Tuesday, July 14, 2026.

3. Authority Responses

Responses from the Authority will be posted as a formal addendum on the OpenGov Procurement portal at <https://procurement.opengov.com/portal/octa/projects/266056>.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this RFP on the Authority's portal.

G. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be received electronically through the Authority's OpenGov Procurement portal before 2:00 pm PST on Wednesday, July 22, 2026.

Proposals received after the above-specified date and time or submitted in any manner other than as specified above will be returned to Offerors unopened.

2. Acceptance of Proposals

- a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.
- b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.
- c. The Authority reserves the right to issue a new RFP for the project.

- d. The Authority reserves the right to postpone proposal openings for its own convenience.
- e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.
- f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.
- g. Submitted proposals are not to be copyrighted.

H. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

I. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

J. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

K. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any

protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

L. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be a firm-fixed price contract specifying firm-fixed prices for individual tasks specified in the Scope of Work, included in this RFP as Exhibit A. The Agreement will have a two (2)-year initial term and two, two (2)-year option terms.

M. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

N. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

O. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 7920.000 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees,

agents, representatives, or consultants be liable to an Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify an Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses may be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

P. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The Authority determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the Authority's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

Proposers shall comply with all OpenGov submission instructions. Proposers shall complete all required OpenGov fields, including company and contact information, within the designated OpenGov forms.

The proposal itself shall be submitted as a single, complete PDF attachment uploaded through OpenGov. The PDF shall contain all required proposal content, forms, certifications, and supporting documentation. Multiple proposal files shall not be submitted unless specifically requested by OCTA.

Information included in the proposal PDF should not be duplicated in other uploaded attachments unless expressly required. Proposers are responsible for ensuring that all proposal materials are included in the single PDF attachment at the time of submission.

For uploaded PDF documents only:

PDF documents, including charts and schedules, must be prepared legibly, providing a straightforward, concise description of Offeror's capabilities to satisfy the requirements. Formatting guidelines (8½" x 11", 12-point font, double spaced, etc.) apply to all uploaded documents. Proposals should not include any unnecessarily elaborate or promotional materials.

1. Letter of Transmittal*

The Letter of Transmittal shall at a minimum, contain the following:

- a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.
- b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.
- c. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.
- d. Signature of a person authorized to bind Offeror to the terms of the proposal.
- e. Signed statement attesting that all information submitted with the proposal is true and correct.

*Response required

2. Qualifications, Related Experience and References to Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature;

demonstrated competence in the services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to provide:

Requirement*

Applicant, and designated legislative advocate(s), must be registered with the Secretary of State as an active lobbyist, and be in good standing with the Fair Political Practices Commission.

*Response required

Profile of Firm*

Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.

*Response required

Firm's Financial Condition*

Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.

*Response required

Firm's Experience*

Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, including legislative advocacy and consulting services to similar organizations, including transit agencies, transportation commissions, transportation agencies, or other similar private or public entities. Highlight the participation in such work by the key personnel proposed for assignment to this project. Describe experience in working with the various government agencies identified in this RFP.

*Response required

Examples*

Provide examples of the scope of work for your current clients and narrative examples of accomplishments in achieving the requirements identified in the respective scope of work.

*Response required

Current Clients*

Provide a complete list of all current clients of the firm and of the principal for this agreement.

*Response required

Firm's Success*

In not more than three pages, describe your firm's success in representing public agencies or other clients.

*Response required

Subcontractors*

Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.

*Response required

Lobbying or Advocating Services on Behalf of Offeror*

Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

*Response required

References Presently*

Provide as a minimum three (3) references presently served by your firm in a capacity similar to that described in the Scope of Work. Include name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.

*Response required

References Previously*

Provide as a minimum three (3) references previously served by your firm within the past 5 years in a capacity similar to that described in the Scope of Work. Furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.

*Response required

Do you have a Dun & Bradstreet (DUNS) number? If so, enter it here.

Do you have an Unique Entity Identifier (UEI) number? If so, enter it here.

3. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

Identify Key Personnel*

Describe how the firm proposes to staff this engagement. Include the name of the principal, the name(s) of individuals designated to assist in this contract, and the qualifications and experience of each person named.

*Response required

Resumes of Key Personnel*

Furnish brief resumes (not more than two [2] pages each) highlighting your staff's education, experience, and applicable professional credentials of proposed staff.

*Response required

Principal's Experience*

Describe the principal's experience in obtaining state support and/or funding for transportation and transit projects. Describe the principal's experience in working with transportation clients and legislation and appropriations secured in the past four years. Please provide samples of projects and programs.

*Response required

Members of the Legislature*

List the members of the Legislature with whom the principal and any individuals designated in item (1) have a special relationship and describe each relationship

*Response required

Officials*

List the officials of state departments, agencies, boards, and commissions with whom the principal and any individuals designated in item (1) have a special relationship and describe that relationship.

*Response required

Principal's Relationship*

Describe the principal's relationship with the Governor and his administration.

*Response required

Advocate*

Describe specifically how the principal and/or staff are qualified and positioned to be an effective advocate on behalf of the Authority, with one or more of the following audiences: Governor and his administration, majority party of the Legislature, minority party of the Legislature, Orange County delegation, California Transportation Commission, California Department of Transportation, and Public Utilities Commission.

*Response required

Key Personnel Availability*

Provide a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

*Response required

4. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of Authority's needs and requirements.

Offeror to:

Approach*

Describe the approach to representing the Authority in Sacramento. The approach to the work plan shall be of such detail to demonstrate the Offeror’s ability to accomplish the project objectives and overall schedule.

*Response required

Two Year Outlook*

Briefly describe your outlook for the next two years on issues affecting the Authority at the state level.

*Response required

Key Advocacy Goals*

Based upon your knowledge of the Authority, describe your recommendations of key advocacy goals for the 2027-28 and 2028-29 legislative sessions, and how your firm would assist the Authority in achieving those goals.

*Response required

Samples*

Provide samples of past reports, informational materials, and written correspondence which show specific accomplishments similar to what you would expect to accomplish for the Authority.

*Response required

Special Issues or Problems*

Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.

*Response required

Enhancements or Procedural/Technical Innovations to Scope of Work*

Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Do you have any such enhancements or innovations to propose?

Yes

No

*Response required

When equals "Yes"

Enhancements or Innovations*

You have indicated that you have enhancements or procedural or technical innovations to the Scope of Work to propose. As previously stated, such enhancements or innovations must not materially deviate from the objectives or required content of the project.

*Response required

5. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

Exceptions or Deviations*

Do you have any exceptions and/or deviations from the requirements of this RFP?

- Yes
- No

*Response required

When equals "Yes"

Exceptions or Deviations - Yes*

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

- [Proposal Exceptions and Dev...](#)

*Response required

6. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services described in the Scope of Work for this RFP.

Price Summary Sheet*

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a firm-fixed-price contract specifying firm-fixed monthly rates to complete the Scope of Work.

*Response required

7. Forms

Campaign Contribution Disclosure Form*

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form must be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only one copy of the completed form(s) as part of its proposal and it must be included in only the original proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection on October 26, 2026 . The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Committee date on October 15, 2026 and sent via e-mail to the Contract Administrator.

- [Campaign Contribution Discl...](#)

*Response required

Status of Past and Present Contracts Form*

Offeror shall complete and sign the form entitled "Status of Past and Present Contracts" provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit the completed form(s) as part of its proposal.

- [Status of Past and Present ...](#)

*Response required

8. Submittal

Appendices*

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

*Response required

Submittal Confirmation*

Proposer hereby certifies that all information provided within this proposal is accurate to the best of their knowledge. Proposer acknowledges that they have examined and carefully studied all RFP and Contract Documents and any Addenda and that they have provided any necessary proof of their authority to submit a proposal on behalf of the Company/Firm Name stated on the proposal thereby committing the Company/Firm to the information contained within.

Please confirm

*Response required

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

No.	Evaluation Criteria	Scoring Method	Weight (Points)
1.	Qualifications of the Firm Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.	0-5 Points	25 <i>(25% of Total)</i>
2.	Staffing and Project Organization Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.	0-5 Points	35 <i>(35% of Total)</i>
3.	Work Plan Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of resource allocation among the tasks; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.	0-5 Points	25 <i>(25% of Total)</i>
4.	Cost and Price Reasonableness of the total price as well as the individual tasks; competitiveness with other offers received; adequacy of data in support of figures quoted.	0-5 Points	15 <i>(15% of Total)</i>

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established August 24, 2026, as the date(s) to conduct virtual interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the Legislative and Communications Committee and/or Board of Directors will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Legislative Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action.

C. AWARD

The Authority's Board of Directors will consider the selection of the firm(s) recommended by the Board Committee.

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that the Authority's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Board Committee.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via the Authority's OpenGov Procurement portal. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

**Sacramento Legislative Advocacy and Consulting
Services
Scope of Work**

Reporting Relationship

The Executive Director of Government Relations and Manager of State and Federal Relations and/or their designee(s) will be the key contacts and will coordinate the work of the CONSULTANT. The Orange County Transportation Authority (OCTA), at its sole discretion, may enter into more than one contract with additional firms with a Reporting Relationship of:



Role of the CONSULTANT

Under the direction of the Executive Director of Government Relations and Manager of State and Federal Relations and/or their designee(s), the CONSULTANT shall be responsible for implementing the objectives described below.

Requirements

Applicant, and designated legislative advocate(s), must be registered with the Secretary of State as an active lobbyist, and be in good standing with the Fair Political Practices Commission.

Objectives

Objective 1: Maintain regular contact with the Governor's office; members of the Legislature and committee staff; and state departments, agencies, boards, commissions, committees, and staff to determine impending changes in laws, regulations, and funding priorities that relate to the OCTA.

- Meet with members of the Governor's office and Legislature to discuss policy issues affecting OCTA.
- Meet with members and staff of state agencies on issues that could impact the programming, delivery and funding of OCTA projects and services, including the California Transportation Commission; California State Transportation Agency; California Department of Transportation; and the California Air Resources Board.
- Track and attend meetings and actions by state agencies directly impacting transportation, including those associated with the Department of Finance; California Department of Tax and Fee Administration; Office of Land Use and Climate Innovation; California State Transportation Agency, Department of Transportation; California High-Speed Rail Authority; California Highway Patrol; California Department of Motor Vehicles; California Public Utilities Commission; California Environmental Protection Agency; and California Air Resources Board

Objective 1 Deliverable:

- Electronic reports detailing meetings with legislative and administrative offices and key issues discussed.
- Schedule meetings with members of the Legislature, Governor, and Administration.
- Attend any meetings with legislative staff, Member of the Legislature and/or members of the Administration directed by OCTA staff on key issues of importance.

Objective 2: Notify OCTA of anticipated, newly introduced or amended state legislation and proposed regulations, which could impact OCTA.

- Provide bill number and brief summary of introduced or amended state legislation via e-mail.
- Provide information relative to legislative hearings.
- Provide information on bills' sponsors, supporters, and opponents.
- Notify OCTA of any deadlines, and make strategic recommendations related to such.
- Advise OCTA of proposed transportation, environmental, employment, and safety related legislation and regulations which could impact OCTA and provide copies as requested.

Objective 2 Deliverables:

- Copies of proposed legislation and regulations as requested.
- Electronic notification of introduced bills and amendments, with summaries.
- Notification of legislative hearings.

Objective 3: Advocate consistent with OCTA's legislative program and positions on proposed legislation and regulations, including funding and transportation programming priorities as adopted by the Board.

- Participate in the preparation of OCTA's legislative program by informing staff of upcoming legislative proposals, budget forecasts, and potential policy issues.
- Assist in securing authors and drafting language for sponsor bills.
- Assist in drafting amendments to legislation and regulations.
- Build coalitions to support OCTA's positions on significant legislation.
- Testify on behalf of OCTA on Board-adopted positions on legislation at committee and floor hearings, as appropriate.
- Provide copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Participate in transit and transportation lobbying coalitions.
- Analyze and prepare advice on the proposed state budget as it relates to transportation, including, but not limited to, identifying decreases/increases in existing programs, new funding sources, and strategies to enhance transportation funding for OCTA.

Objective 3 Deliverables:

- Copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Participation in strategy meetings for the legislative platform, bill proposals, and coalition coordination.
- Budget analyses.

Objective 4: Provide written and oral reports.

- While the Legislature is in session, highlight significant transportation and related issues in Sacramento of importance to OCTA as needed.
- Submit a monthly written report of advocacy activities and accomplishments.
- As needed, present an in-person report to the Board or the Legislative Committee during a regular meeting. At least one in-person meeting should occur to develop legislative strategy.
- Once per month, participate via telephone or video conference in the Legislative Committee meeting or other designated committee of the Board.
- Maintain close contact with the Executive Director of Government Relations and/or Manager of State and Federal Relations, or their designee(s) on issues of importance, which may include scheduling of regular check-in calls.
- Provide electronic updates via e-mail to designated recipients on meetings of the Legislature, transportation issues of importance, press releases, and other issues of importance to OCTA.

Objective 4 Deliverables:

- Written reports highlighting significant transportation and related developments in Sacramento, as needed.
- Monthly written report of advocacy activities and accomplishments.
- As needed, oral presentations to the Board or Legislative Committee.
- As needed, an in-person legislative strategy session with Members of the Board of Directors.
- Monthly conference calls with the Legislative Committee or other designated committee.
- Electronic updates on issues of importance.

Objective 5: Maintain Sacramento office.

- Maintain an office in Sacramento, convenient to the State Capitol.
- Provide briefings at office prior to meetings at the Capitol.
- Have available an office for use by Board Members and staff while performing OCTA business in Sacramento.

Objective 5 Deliverable:

- Office in Sacramento.

Objective 6: Provide monthly invoices of services.

- Provide a written summary of meetings attended on behalf of OCTA.
- Provide a list of issues advocated during the month and status.

Objective 6 Deliverable:

- Monthly invoice that includes a written summary of meetings attended on behalf of OCTA and a list and status of the issues advocated for OCTA during the month.

LIMITATION ON GOVERNMENTAL DECISIONS

Nothing contained in this scope of work permits Consultant personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit OCTA to any course of action or enter into any contractual agreement on behalf of OCTA. In addition, Consultant's personnel shall provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by OCTA personnel, counsel, and management.

PRICE SUMMARY SHEET

STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES

Enter below the proposed firm-fixed monthly rate to perform the services described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, and profits. The Authority's intention is to award a firm-fixed price contract.

Initial Term: January 1, 2027 – December 31, 2028

Fully-Burdened Monthly Rate:

Year 1 1/1/27 – 12/31/27	Year 2 1/1/28 – 12/31/28
\$ _____	\$ _____

First Option Term: January 1, 2029 through December 31, 2030

Fully-Burdened Monthly Rate:

Year 3 1/1/29 – 12/31/29	Year 4 1/1/30 – 12/31/30
\$ _____	\$ _____

Second Option Term: January 1, 2031 through December 31, 2032

Fully-Burdened Monthly Rate:

Year 5 1/1/31 – 12/31/31	Year 6 1/1/32 – 12/31/32
\$ _____	\$ _____

PROPOSED AGREEMENT NO. C250342

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

THIS AGREEMENT is effective as of this ____ day of _____, 2026 ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY") and _____, _____ (hereinafter referred to as "CONSULTANT").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONSULTANT to provide State Legislative Advocacy and Consulting Services; and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONSULTANT has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONSULTANT wishes to perform these services; and

WHEREAS, the AUTHORITY's Board of Directors authorized this Agreement on _____.

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONSULTANT as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AUTHORITY and CONSULTANT and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or

1 conditions.

2 B. AUTHORITY's failure to insist in any one or more instances upon CONSULTANT's
3 performance of any terms or conditions of this Agreement shall not be construed as a waiver
4 or relinquishment of AUTHORITY's right to such performance or to future performance of such
5 terms or conditions and CONSULTANT's obligation in respect thereto shall continue in full
6 force and effect. Changes to any portion of this Agreement shall not be binding upon
7 AUTHORITY except when specifically confirmed in writing by an authorized representative of
8 AUTHORITY by way of a written amendment to this Agreement and issued in accordance with
9 the provisions of this Agreement.

10 **ARTICLE 2. AUTHORITY DESIGNEE**

11 The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and
12 exercise any of the rights of AUTHORITY as set forth in this Agreement.

13 **ARTICLE 3. SCOPE OF WORK**

14 A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to
15 AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by
16 this reference, incorporated in and made a part of this Agreement. All services shall be
17 provided at the times and places designated by AUTHORITY.

18 B. CONSULTANT shall provide the personnel listed below to perform the above-specified
19 services, which persons are hereby designated as key personnel under this Agreement.

20 **Names / Functions**

21
22
23 C. No person named in paragraph B of this Article, or his/her successor approved by
24 AUTHORITY, shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon
25 function or level of commitment hereunder be changed, without the prior written consent
26 of AUTHORITY.

1 D. Should the services of any key person become no longer available to CONSULTANT, the
2 resume and qualifications of the proposed replacement shall be submitted to AUTHORITY for
3 approval as soon as possible, but in no event later than seven (7) calendar days prior to the
4 departure of the incumbent key person, unless CONSULTANT is not provided with prior notice
5 by the departing employee. AUTHORITY shall respond to CONSULTANT within seven (7)
6 calendar days following receipt of these qualifications concerning acceptance of the candidate
7 for replacement.

8 **ARTICLE 4. TERM OF AGREEMENT**

9 A. This Agreement shall commence upon the effective date of this Agreement, and shall continue in
10 full force and effect through December 31, 2028, unless earlier terminated or extended as provided in
11 this Agreement.

12 B. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an
13 additional twenty-four (24) months, commencing January 1, 2029, and continuing through December
14 31, 2030 (First Option Term), and thereupon require CONSULTANT to continue to provide services,
15 and otherwise perform, in accordance with Exhibit A, entitled "Scope of Work," and at the rates set
16 forth in Article 5, "Payment."

17 C. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an
18 additional twenty-four (24) months, commencing January 1, 2031, and continuing through December
19 31, 2032 (Second Option Term), and thereupon require CONSULTANT to continue to provide
20 services, and otherwise perform, in accordance with Exhibit A, entitled "Scope of Work," and at the
21 rates set forth in Article 5, "Payment."

22 D. AUTHORITY's election to extend the Agreement beyond the Initial Term shall not diminish its right
23 to terminate the Agreement for AUTHORITY's convenience or CONSULTANT's default as provided
24 elsewhere in this Agreement. The "maximum term" of this Agreement shall be the period extending
25 from commencement through December 31, 2032, which period encompasses the Initial Term, First
26 Option Term, and Second Option Term.

1 **ARTICLE 5. PAYMENT**

2 A. For CONSULTANT's full and complete performance of its obligations under this Agreement,
3 and subject to the maximum cumulative payment obligation provisions set forth in Article 6,
4 AUTHORITY shall pay CONSULTANT on a firm fixed price basis in accordance with the
5 following provisions.

6 B. CONSULTANT shall invoice AUTHORITY on a monthly basis for payments corresponding to
7 the work actually completed by CONSULTANT. Work completed shall be documented in a
8 monthly progress report prepared by CONSULTANT, which shall accompany each invoice
9 submitted by CONSULTANT. AUTHORITY shall pay CONSULTANT at the firm-fixed rates
10 specified in Exhibit B, entitled "Price Summary Sheet," which is attached to and by this
11 reference, incorporated in and made a part of this Agreement. These rates shall remain fixed
12 for the term of this Agreement and are acknowledged to include CONSULTANT's overhead
13 costs, general costs, administrative costs and profit. CONSULTANT shall also furnish such
14 other information as may be requested by AUTHORITY to substantiate the validity of an
15 invoice. At its sole discretion, AUTHORITY may decline to make full payment until such time
16 as CONSULTANT has documented to AUTHORITY's satisfaction, that CONSULTANT has
17 fully completed all work required. AUTHORITY's payment in full shall constitute AUTHORITY's
18 final acceptance of CONSULTANT's work.

19 C. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in
20 duplicate to AUTHORITY's Accounts Payable office. CONSULTANT may also submit invoices
21 electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net.
22 Each invoice shall be accompanied by the monthly progress report specified in paragraph C
23 of this Article. AUTHORITY shall remit payment within thirty (30) calendar days of the receipt
24 and approval of each invoice. Each invoice shall include the following information:

- 25 1. Agreement No. C250342;
26 2. Specify the effort for which payment is being requested;

- 1 3. The time period covered by the invoice;
- 2 4. Total monthly invoice (including project-to-date cumulative invoice amount);
- 3 5. Monthly Progress Report;
- 4 6. Weekly certified payroll for personnel subject to prevailing wage requirements, if
- 5 applicable;
- 6 7. Certification signed by the CONSULTANT or his/her designated alternate that a) The
- 7 invoice is a true, complete and correct statement of reimbursable costs and progress; b)
- 8 The backup information included with the invoice is true, complete and correct in all
- 9 material respects; c) All payments due and owing to subconsultants and suppliers have
- 10 been made; d) Timely payments will be made to subconsultants and suppliers from the
- 11 proceeds of the payments covered by the certification and; e) The invoice does not include
- 12 any amount which CONSULTANT intends to withhold or retain from a subconsultant or
- 13 supplier unless so identified on the invoice;
- 14 8. Any other information as agreed or requested by AUTHORITY to substantiate the validity
- 15 of an invoice.

16 **ARTICLE 6. MAXIMUM OBLIGATION**

17 Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONSULTANT
18 mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for
19 CONSULTANT's profit) shall be _____ Dollars (\$_____.00) which shall include all
20 amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or
21 due to termination of, this Agreement.

22 **ARTICLE 7. NOTICES**

23 All notices hereunder and communications regarding the interpretation of the terms of this Agreement,
24 or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices
25 in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and
26 addressed as follows:

1 To CONSULTANT:

To AUTHORITY:

Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584

6 ATTENTION:

ATTENTION:

7 Name

Name: Georgia Martinez

8 Title:

Title: Department Manager, Procurement

9 Phone:

Phone: (714) 560-5605

10 Email:

Email: gmartinez@octa.net

11 **ARTICLE 8. INDEPENDENT CONTRACTOR**

12 A. CONSULTANT's relationship to AUTHORITY in the performance of this Agreement is that of
13 an independent contractor. CONSULTANT's personnel performing services under this
14 Agreement shall at all times be under CONSULTANT's exclusive direction and control and
15 shall be employees of CONSULTANT and not employees of AUTHORITY. CONSULTANT
16 shall pay all wages, salaries and other amounts due its employees in connection with this
17 Agreement and shall be responsible for all reports and obligations respecting them, such as
18 social security, income tax withholding, unemployment compensation, workers' compensation
19 and similar matters.

20 B. Should CONSULTANT's personnel or a state or federal agency allege claims against
21 AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said
22 personnel, or allegations involving any other independent contractor misclassification issues,
23 CONSULTANT shall defend and indemnify AUTHORITY in relation to any allegations made.

24 **ARTICLE 9. INSURANCE**

25 A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during
26 the entire term of the Agreement. Coverage shall be full coverage and not subject to self-

1 insurance provisions. CONSULTANT shall provide the following insurance coverage:

- 2 1. Commercial General Liability, to include Products/Completed Operations, Independent
3 Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and
4 Personal Injury Liability, and Property Damage with a minimum limit of \$1,000,000 per
5 occurrence, \$2,000,000 general aggregate and \$2,000,000 Products/Completed
6 Operations aggregate;
- 7 2. Automobile Liability Insurance to include owned, hired and non-owned autos with a
8 combined single limit of \$1,000,000 for each accident;
- 9 3. Workers' Compensation with limits as required by the State of California including a Waiver
10 of Subrogation in favor of AUTHORITY, its officers, directors and employees; and
- 11 4. Employers' Liability with minimum limits of \$1,000,000 per accident, \$1,000,000 policy
12 limit-disease, and \$1,000,000 policy limit employee-disease.

13 B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket
14 additional insured endorsement, designating the AUTHORITY, its officers, directors and
15 employees as additional insureds on general liability and automobile liability, as required by
16 Agreement. Proof of insurance coverage must be received by AUTHORITY within ten (10)
17 calendar days from the effective date of the Agreement and prior to commencement of any
18 work. Such insurance shall be primary and non-contributive to any insurance or self-insurance
19 maintained by the AUTHORITY. Furthermore, AUTHORITY reserves the right to request
20 certified copies or review all related insurance policies, in response to a related loss.

21 C. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall
22 maintain insurance coverage in the amounts required of CONSULTANT as provided in the
23 Agreement. Subconsultants will be required to include AUTHORITY as additional insureds on
24 the Commercial General Liability, and Auto Liability insurance policies.

25 D. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or
26 material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

1 E. CONSULTANT shall submit required insurance certificates to AUTHORITY's insurance
2 tracking contractor, InsureTrack. CONSULTANT shall respond directly to InsureTrack's
3 request for updated insurance certificates and other insurance-related matters by email
4 to octa@instracking.com.

5 F. CONSULTANT shall include on the face of the certificate of insurance, the following
6 information:

- 7 1. The Agreement Number C250342 and, the Department Manager, Procurement's Name,
8 Georgia Martinez.
- 9 2. For Certificate Holder: The Orange County Transportation Authority, its officers, directors,
10 employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV 89160.

11 **ARTICLE 10. ORDER OF PRECEDENCE**

12 Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1)
13 the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 250342; (3)
14 CONSULTANT's proposal dated _____; (4) all other documents, if any, cited herein or incorporated
15 by reference.

16 **ARTICLE 11. CHANGES**

17 A. By written notice or order, AUTHORITY may, from time to time, order work suspension and/or
18 make changes in the general scope of this Agreement, including, but not limited to, the services
19 furnished to AUTHORITY by CONSULTANT as described in the Scope of Work. If any such
20 work suspension or change causes an increase or decrease in the price of this Agreement or
21 in the time required for its performance, CONSULTANT shall promptly notify AUTHORITY
22 thereof and assert its claim for adjustment within ten (10) calendar days after the change or
23 work suspension is ordered, and an equitable adjustment shall be negotiated. However,
24 nothing in this clause shall excuse CONSULTANT from proceeding immediately with the
25 Agreement as changed.

26 B. CONSULTANT shall only commence work covered by an amendment after the amendment is

1 executed by AUTHORITY.

2 **ARTICLE 12. DISPUTES**

- 3 A. Except as otherwise provided in this Agreement, when a dispute arises between
4 CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If
5 project managers do not reach a resolution, the dispute will be decided by AUTHORITY's
6 Director of Contracts Administration and Materials Management (CAMM), who shall reduce
7 the decision to writing and mail or otherwise furnish a copy thereof to CONSULTANT. The
8 decision of the Director, CAMM, shall be the final and conclusive administrative decision.
- 9 B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with the
10 performance of this Agreement and in accordance with the decision of AUTHORITY's Director,
11 CAMM. Nothing in this Agreement, however, shall be construed as making final the decision
12 of any AUTHORITY official or representative on a question of law, which questions shall be
13 settled in accordance with the laws of the State of California.

14 **ARTICLE 13. TERMINATION**

- 15 A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part,
16 by giving CONSULTANT written notice thereof. Upon said notice, AUTHORITY shall pay
17 CONSULTANT its allowable costs incurred to date of termination and those allowable costs
18 determined by AUTHORITY to be reasonably necessary to effect such
19 termination. Thereafter, CONSULTANT shall have no further claims against AUTHORITY
20 under this Agreement.
- 21 B. In the event either Party defaults in the performance of any of their obligations under this
22 Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall
23 have the option to terminate this Agreement upon thirty (30) days' prior written notice to the
24 other Party. Upon receipt of such notice, CONSULTANT shall immediately cease work, unless
25 the notice from AUTHORITY provides otherwise. Upon receipt of the notice from
26 AUTHORITY, CONSULTANT shall submit an invoice for work and/or services performed prior

1 to the date of termination. AUTHORITY shall pay CONSULTANT for work and/or services
2 satisfactorily provided to the date of termination in compliance with this
3 Agreement. Thereafter, CONSULTANT shall have no further claims against AUTHORITY
4 under this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages
5 for such termination.

6 **ARTICLE 14. INDEMNIFICATION**

7 CONSULTANT shall indemnify, defend and hold harmless AUTHORITY, its officers, directors,
8 employees and agents (indemnities) from and against any and all claims (including attorneys' fees
9 and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including
10 death, damage to or loss of use of property caused by the negligent acts, omissions or willful
11 misconduct by CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers
12 in connection with or arising out of the performance of this Agreement.

13 **ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS**

- 14 A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by
15 CONSULTANT either voluntarily or by operation of law, nor may all or any part of this
16 Agreement be subcontracted by CONSULTANT, without the prior written consent of
17 AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONSULTANT of its
18 obligations to comply fully with all terms and conditions of this Agreement.
- 19 B. AUTHORITY hereby consents to CONSULTANT's subcontracting portions of the Scope of
20 Work to the parties identified below for the functions described in CONSULTANT's proposal.
21 CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT,
22 not AUTHORITY, is solely responsible for payment to the subcontractor for the amounts owing
23 and that the subcontractor shall have no claim, and shall take no action, against AUTHORITY,
24 its officers, directors, employees or sureties for nonpayment by CONSULTANT.

25 **Subcontractor Name**

Addresses

Subcontractor Amounts

1 **ARTICLE 16. AUDIT AND INSPECTION OF RECORDS**

2 CONSULTANT shall provide AUTHORITY, or other agents of AUTHORITY, such access to
3 CONSULTANT's accounting books, records, payroll documents and facilities, as AUTHORITY deems
4 necessary. CONSULTANT shall maintain such books, records, data and documents in accordance
5 with generally accepted accounting principles and shall clearly identify and make such items readily
6 accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4)
7 years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records
8 directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15
9 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents
10 by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

11 **ARTICLE 17. CONFLICT OF INTEREST**

12 A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict
13 of interest means that due to other activities, relationships or contracts, the CONSULTANT is
14 unable, or potentially unable to render impartial assistance or advice to the AUTHORITY;
15 CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might
16 be otherwise impaired; or the CONSULTANT has an unfair competitive
17 advantage. CONSULTANT is obligated to fully disclose to the AUTHORITY in writing Conflict
18 of Interest issues as soon as they are known to the CONSULTANT. All disclosures must be
19 submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure
20 requirement is for the entire term of this Agreement.

21 B. If the AUTHORITY determines that CONSULTANT, its employees, or subconsultants are
22 subject to disclosure requirements under the Political Reform Act (Government Code section
23 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete
24 and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board
25 disclosing all required financial interests.

26 /

1 **ARTICLE 18. CODE OF CONDUCT**

2 CONSULTANT agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party
3 contracts, which is hereby referenced and by this reference is incorporated herein. CONSULTANT
4 agrees to include these requirements in all of its subcontracts.

5 **ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES**

6 CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from
7 concurrently representing or lobbying for any other party competing for a contract with AUTHORITY,
8 either as a prime consultant or subconsultant. Failure to refrain from such representation may result
9 in termination of this Agreement.

10 **ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS**

11 CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable
12 federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations
13 promulgated thereunder.

14 **ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY**

15 In connection with its performance under this Agreement, CONSULTANT shall not discriminate
16 against any employee or applicant for employment because of race, religion, color, sex, age or national
17 origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that
18 employees are treated during their employment, without regard to their race, religion, color, sex, age
19 or national origin. Such actions shall include, but not be limited to, the following: employment,
20 upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of
21 pay or other forms of compensation; and selection for training, including apprenticeship.

22 **ARTICLE 22. PROHIBITED INTERESTS**

- 23 A. CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or
24 employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter, shall
25 have any interest, direct or indirect, in this Agreement or the proceeds thereof.
- 26 B. No member of or delegate to, the Congress of the United States shall have any interest, direct

1 or indirect, in this Agreement or to the benefits thereof.

2 **ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS**

3 A. The originals of all letters, documents, reports and other products and data produced under
4 this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may
5 be made for CONSULTANT's records but shall not be furnished to others without written
6 authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and
7 all rights in copyright therein shall be retained by AUTHORITY.

8 B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings,
9 descriptions, and all other written information submitted to CONSULTANT in connection with
10 the performance of this Agreement shall not, without prior written approval of AUTHORITY, be
11 used for any purposes other than the performance under this Agreement, nor be disclosed to
12 an entity not connected with the performance of the project. CONSULTANT shall comply with
13 AUTHORITY's policies regarding such material. Nothing furnished to CONSULTANT, which
14 is otherwise known to CONSULTANT or is or becomes generally known to the related industry
15 shall be deemed confidential. CONSULTANT shall not use AUTHORITY's name, photographs
16 of the project, or any other publicity pertaining to the project in any professional publication,
17 magazine, trade paper, newspaper, seminar or other medium without the express written
18 consent of AUTHORITY.

19 C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be
20 released by CONSULTANT to any other person or agency except after prior written approval
21 by AUTHORITY, except as necessary for the performance of services under this
22 Agreement. All press releases, including graphic display information to be published in
23 newspapers, magazines, etc., are to be handled only by AUTHORITY unless otherwise agreed
24 to by CONSULTANT and AUTHORITY.

25 **ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT**

26 A. In lieu of any other warranty by AUTHORITY or CONSULTANT against patent or copyright

1 infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its
2 expense any claim or suit against AUTHORITY on account of any allegation that any item
3 furnished under this Agreement or the normal use or sale thereof arising out of the performance
4 of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and
5 CONSULTANT shall pay all costs and damages finally awarded in any such suit or claim,
6 provided that CONSULTANT is promptly notified in writing of the suit or claim and given
7 authority, information and assistance at CONSULTANT's expense for the defense of
8 same. However, CONSULTANT will not indemnify AUTHORITY if the suit or claim results
9 from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered
10 form infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a
11 deliverable in combination with other material not provided by CONSULTANT when such use
12 in combination infringes upon an existing U.S. letters patent or copyright.

13 B. CONSULTANT shall have sole control of the defense of any such claim or suit and all
14 negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify
15 AUTHORITY under any settlement made without CONSULTANT's consent or in the
16 event AUTHORITY fails to cooperate fully in the defense of any suit or claim, provided,
17 however, that said defense shall be at CONSULTANT's expense. If the use or sale of said
18 item is enjoined as a result of such suit or claim, CONSULTANT, at no expense to
19 AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute
20 an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity
21 thereto.

22 **ARTICLE 25. FINISHED AND PRELIMINARY DATA**

23 A. All of CONSULTANT's finished technical data, including but not limited to illustrations,
24 photographs, tapes, software, software design documents, including without limitation source
25 code, binary code, all media, technical documentation and user documentation, photo prints
26 and other graphic information required to be furnished under this Agreement, shall

1 be AUTHORITY's property upon payment and shall be furnished with unlimited rights and, as
2 such, shall be free from proprietary restriction except as elsewhere authorized in this
3 Agreement. CONSULTANT further agrees that it shall have no interest or claim to such
4 finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the
5 provisions of the Freedom of Information Act, 5 USC 552.

6 B. It is expressly understood that any title to preliminary technical data is not passed to
7 AUTHORITY but is retained by CONSULTANT. Preliminary data includes roughs,
8 visualizations, software design documents, layouts and comprehensives prepared by
9 CONSULTANT solely for the purpose of demonstrating an idea or message for AUTHORITY's
10 acceptance before approval is given for preparation of finished artwork. Preliminary data title
11 and right thereto shall be made available to AUTHORITY if CONSULTANT causes
12 AUTHORITY to exercise Article 11, and a price shall be negotiated for all preliminary data.

13 **ARTICLE 26. HEALTH AND SAFETY REQUIREMENTS**

14 CONSULTANT shall comply with all the requirements set forth in Exhibit ____, titled "Level 1 SAFETY
15 SPECIFICATIONS." As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall
16 mean "Sub-consultant."

17 **ARTICLE 27. LIMITATION ON GOVERNMENTAL DECISIONS**

18 CONSULTANT shall not make, participate in making, or use its position to influence any governmental
19 decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the
20 implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq.
21 CONSULTANT's personnel performing services under this Agreement shall not authorize or direct
22 any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or
23 enter into any contractual agreement on behalf of AUTHORITY. In addition, CONSULTANT's
24 personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting
25 a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and
26 management.

1 **ARTICLE 28. FORCE MAJEURE**

2 Either party shall be excused from performing its obligations under this Agreement during the time
3 and to the extent that it is prevented from performing by an unforeseeable cause beyond its control,
4 including but not limited to: any incidence of fire, flood; acts of God; commandeering of material,
5 products, plants or facilities by the federal, state or local government; national fuel shortage; or a
6 material act or omission by the other party; when satisfactory evidence of such cause is presented to
7 the other party; and provided further that such nonperformance is unforeseeable, beyond the control
8 and is not due to the fault or negligence of the party not performing.

9 /

10 /

11 /

12 /

13 /

14 /

15 /

16 /

17 /

18 /

19 /

20 /

21 /

22 /

23 /

24 /

25 /

26 /

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.
- D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.
- E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.
- F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

1.2 REGULATORY

- A. Injury/Illness Prevention Program
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

- B. Substance Abuse Prevention Program
Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- C. Heat Illness Prevention Program
Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- D. Hazard Communication Program
Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.
- E. Storm Water Pollution Prevention Plan
The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

- A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:
1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
 2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
 3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.
 4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.
- B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.

- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.
- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
 2. Serious Incident: includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
 3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.
 4. Significant Near Miss Incident: includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE

- A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
- B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

1.5 PERSONAL PROTECTIVE EQUIPMENT

- A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.
- B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

1.6 REFERENCES

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. OCTA Yard Safety Rules

END OF SECTION



June 18, 2026

To: Legislative Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: State Legislative Status Report

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its programs, projects, and operations. A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. This report also includes an update on the Cap-and-Invest Program, including amendments adopted by the California Air Resources Board, actions taken by the Legislature, and ongoing advocacy for continued investment in transportation programs traditionally covered by Cap-and-Invest revenues.

Recommendation

Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would reform and streamline the Low Carbon Transit Operations Program by expanding flexibility for eligible expenditures and reducing administrative requirements.

Discussion

SB 741 (Blakespear, D-Encinitas): Low Carbon Transit Operations Program

OCTA previously opposed SB 741 when the bill related to the California Coastal Commission permitting process along the Los Angeles – San Diego – San Luis Obispo Rail Corridor. However, the bill has since been gutted and amended to now focus exclusively on reforms to the Low Carbon Transit Operations Program (LCTOP). SB 741 would reform and streamline the LCTOP, a formula-based transit funding program supported by revenues from the cap-and-invest program via the Greenhouse Gas Reduction Fund (GGRF). OCTA receives LCTOP funding annually and utilizes those funds to support transit operations, capital investments, and fare subsidy programs, including the agency's Youth Ride Free Program.

Sponsored by the California Transit Association, SB 741 seeks to simplify administration of the program by reducing reporting requirements and streamlining the process through which transit agencies access and utilize LCTOP funds. Under current law, transit agencies must comply with extensive documentation and reporting requirements to demonstrate that individual expenditures satisfy program criteria and reduce greenhouse gas emissions. This bill would replace many of these requirements with a simplified process focused on identifying services and programs to be funded, while maintaining accountability for expenditure of program funds.

The bill would also simplify the annual allocation process by replacing existing detailed allocation requests and supporting documentation with a list of services or programs to be funded. Agencies would be permitted to submit multi-year service or program lists and would report expenditures after funds have been utilized rather than undergoing extensive upfront approval requirements. The bill also clarifies that submitted program lists do not limit a transit agency's flexibility to fund services and programs consistent with local needs and priorities.

These reforms are particularly important for OCTA because the agency currently utilizes LCTOP funding for transit operations, capital investments, and fare subsidy programs, including the Youth Ride Free Program. By simplifying the allocation process, allowing multi-year programming, and reducing documentation requirements, SB 741 would provide greater certainty and administrative efficiency for transit agencies while allowing them to focus resources on delivering transportation services and programs.

A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time." A thorough analysis and copy of the text of this legislation is included as Attachment A.

California Air Resources Board Cap-and-Invest Program Update

On May 29, 2026, the California Air Resources Board (CARB) approved amendments to the state's Cap-and-Invest regulation on a 10-3 vote despite significant opposition from transit agencies, affordable housing organizations, labor groups, environmental justice advocates, local governments, and other stakeholders. Many stakeholders expressed concern that the amendments would significantly reduce Greenhouse Gas Reduction Fund (GGRF) revenues and jeopardize funding for critical climate investments, including public transit programs. Concerns raised during the hearing focused primarily on the potential impacts of reduced revenues on programs that are to receive GGRF funding, including the Transit and Intercity Rail Capital Program (TIRCP), a discretionary

grant program administered by the California State Transportation Agency (CalSTA), and the Low Carbon Transit Operations Program (LCTOP).

As part of its final action, CARB amended its resolution to direct the Executive Officer to work with the Governor and Department of Finance to communicate the importance of stable funding for transportation, affordable housing, and community air protection programs and to encourage funding for these programs through the state budget. CARB also directed staff to return to the Board prior to the issuance of any Manufacturing Decarbonization Incentive (MDI) allowances, a program intended to support investments in low-carbon manufacturing technologies and industrial emissions reductions, to evaluate the program and report on potential impacts to GGRF revenues and the sectors that would benefit from the allowances before implementation.

The approved amendments are expected to reduce future Cap-and-Invest auction revenues available to the GGRF by increasing the number of allowances distributed outside of the auction process to support programs intended to offset energy and fuel costs for consumers. As a result, significant uncertainty now exists regarding future funding levels for programs supported by the GGRF, including the TIRCP and LCTOP. Under the expenditure plan adopted as part of the 2025 Cap-and-Invest reauthorization, Tier 1 funding is reserved for statutory commitments, including manufacturing tax credits, state operations, and other required expenditures. Then \$2 billion is to be used for Tier 2 funding programs including discretionary allocations to the California High-Speed Rail Authority. TIRCP and LCTOP are categorized as Tier 3 programs alongside affordable housing, community air protection, sustainable communities and agricultural land conservation, healthy forests, and safe and affordable drinking water programs. These Tier 3 programs receive funding only after Tier 1 and Tier 2 commitments are fully funded, making them particularly vulnerable to revenue shortfalls.

Following CARB's approval of the amendments, several members of the Legislature submitted a budget letter (Attachment B) to the Governor and legislative leadership expressing concerns that the adopted amendments could significantly reduce funding available for transit programs supported by the GGRF. Signatories included several Orange County delegation members, including Senators Bob Archuleta (D-Norwalk), Catherine Blakespear (D-Encinitas), Tom Umberg (D-Santa Ana), and Assembly Member Blanca Pacheco (D-Downey). The letter calls on state leaders to preserve funding commitments established through the 2025 Cap-and-Invest reauthorization, including annual funding for TIRCP and LCTOP, and to fulfill the remaining transit funding commitments established through SB 125 (Chapter 54, Statutes of 2023). SB 125 created a \$5.1 billion multi-year transit funding package to support transit operations, capital improvements, and zero-emission transit investments. The letter specifically requests appropriation of the remaining \$690 million in Zero-Emission Transit Capital Program (ZETCP) funding that was supposed to be obligated for fiscal years 2026-27 and 2027-28.

In addition, on May 28, 2026, the Senate Budget Subcommittee No. 2 (Subcommittee) rejected the Governor's proposed GGRF expenditure plan and approved budget actions intended to preserve funding commitments. Specifically, the Subcommittee advanced "Deal is a Deal" budget bill language that would prohibit new GGRF appropriations unless the Department of Finance determines that annual revenues are sufficient to fully support existing statutory funding commitments or the Legislature appropriates additional funding to maintain those commitments. This would include funding for the TIRCP and the LCTOP. The Subcommittee's language would also direct the Department of Finance to provide updated revenue estimates reflecting CARB's final action and proposed additional restrictions on the creation of MDI allowance, a new category of Cap-and-Invest allowances authorized under the 2025 reauthorization intended to support emissions-reduction investments in manufacturing facilities. The Subcommittee proposed requiring additional findings related to greenhouse gas reductions, fuel prices, and impacts on GGRF revenues before such allowances could be distributed.

Similar action has not yet been taken by the Assembly. While the final outcome will be determined through ongoing fiscal year 2026-27 budget negotiations among the Senate, Assembly, and Administration, it is likely that this issue may not be resolved until later this session, after the June 15 budget deadline.

For OCTA, the stakes remain significant. The loss of this funding would be detrimental to multiple programs and projects administered by OCTA. LCTOP, a formula-based program that OCTA receives annually, funds various projects and programs at OCTA, including the Youth Ride Free Program, transit operations, and bus purchases. TIRCP, which is funded by both the GGRF and Transportation Improvement Fee (TIF), has been used to fund several OCTA priority projects and programs. TIRCP funding is currently used to support programs and projects related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Coastal Rail Infrastructure Resiliency Project. TIRCP has also funded portions of the OC Streetcar, purchase of hydrogen fuel-cell electric buses, Orange County Maintenance Facility, and improvements at the Irvine Station. CalSTA, in its grant awards, had assumed ongoing funding being available from GGRF to TIRCP, and committed to multi-year grant agreements. The removal of GGRF funding would mean TIRCP would be fully reliant of TIF revenues, which could complicate the cash flow available for existing grant commitments that have not been completely allocated. Because TIF revenues are already expected to support existing and future program commitments, the loss of GGRF funding could significantly reduce funding available for future TIRCP awards and limit opportunities for OCTA and other agencies to secure funding for major transit and rail capital projects. In addition, the remaining \$690 million in ZETCP funding commitments established through SB 125 is expected to be supported by GGRF revenues. Reductions in those revenues could affect the state's ability to fulfill those commitments.

Staff will continue to monitor budget negotiations, implementation of the CARB amendments, and updated GGRF revenue projections and will provide updates as additional information becomes available.

Summary

A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. Information is provided on California Air Resources Board amendments to the Cap-and-Invest Program, action taken by members of the Legislature related to such, and advocacy for continued investment in transportation.

Attachments

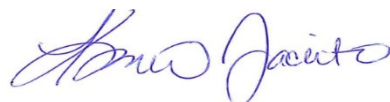
- A. SB 741 (Blakespear, D-Encinitas) Bill Analysis with Bill Language
- B. Letter to The Honorable Gavin Newsom, Governor, State of California, The Honorable Monique Limon, Senate President Pro Tempore, The Honorable Robert Rivas, Speaker, California State Assembly, from Members of the California State Legislature, re: Urgent Call to Protect Statewide Transit Funding, dated June 1, 2026
- C. Orange County Transportation Authority Legislative Matrix

Prepared by:



Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:



Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754

BILL: SB 741 (Blakespear, D-Encinitas)
Amended June 8, 2026
Introduced February 21, 2025

SUBJECT: SB 741 would reform and streamline the Low Carbon Transit Operations Program by simplifying allocation and reporting requirements, reducing administrative burdens on transit agencies, and providing greater flexibility for multi-year programming and ongoing transit services.

STATUS: Amended and referred to Assembly Committee on Natural Resources

SUMMARY AS OF JUNE 9, 2026:

SB 741 would reform and streamline the Low Carbon Transit Operations Program (LCTOP), a formula-based transit funding program supported by revenues from the Greenhouse Gas Reduction Fund. LCTOP provides annual funding to transit agencies for projects and programs intended to reduce greenhouse gas emissions and improve mobility.

The bill was originally introduced as a measure related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor. However, following substantial amendments adopted on June 8, 2026, the bill now focuses exclusively on reforms to LCTOP. As amended, SB 741 would significantly revise the administration of the program and simplify the process through which transit agencies access and utilize program funding.

Under current law, transit agencies receiving LCTOP funding must demonstrate that each expenditure reduces greenhouse gas emissions and complies with extensive program guidelines developed by the California Department of Transportation and the California Air Resources Board. Transit agencies are also required to submit detailed allocation requests and supporting documentation before receiving funding. SB 741 would streamline these requirements by eliminating several existing approval and reporting requirements and replacing them with a simplified process under which transit agencies submit a list of services or programs proposed to be funded.

The bill would also simplify the annual allocation process by replacing existing detailed allocation requests and supporting documentation with a list of services or programs proposed to be funded. Agencies would be permitted to submit multi-year service or program lists and would report expenditures after funds have been utilized rather than undergoing extensive upfront approval requirements. The bill also clarifies that submitted program lists do not limit a transit agency's flexibility to fund services and programs consistent with local needs and priorities.

SB 741 is intended to reduce administrative burdens on transit agencies, provide greater certainty regarding funding allocations, and improve agencies' ability to administer ongoing transit programs and services. The bill seeks to modernize the program while

preserving local flexibility and simplifying the process through which transit agencies access and utilize LCTOP funding.

EFFECTS ON ORANGE COUNTY:

LCTOP is an important source of funding for the Orange County Transportation Authority (OCTA) and supports a variety of transit services, programs, and capital investments throughout Orange County. OCTA has utilized LCTOP funding for transit operations, bus purchases, the College Pass Program, and the Youth Ride Free Program, which provides free transit rides to youth throughout Orange County. Because LCTOP represents one of the few flexible state funding sources available for transit operations and fare subsidy programs, maintaining and improving the effectiveness of the program is important to OCTA's ability to provide affordable and reliable transit service.

SB 741 would simplify the process through which OCTA and other transit agencies receive and administer LCTOP funding by reducing documentation requirements, eliminating certain approval requirements, and allowing agencies to submit multi-year service and program lists. The bill would also shift the program toward a simplified reporting framework that emphasizes accountability for expenditures while reducing administrative burdens associated with annual allocation requests and expenditure approvals.

These reforms are particularly important for OCTA because the agency utilizes LCTOP funding for ongoing transit operations, fare subsidy programs, and other mobility initiatives that often continue across multiple years. By providing greater flexibility for multi-year programming and reducing administrative requirements, SB 741 would allow OCTA to focus resources on delivering transportation services and programs rather than complying with duplicative administrative processes.

This legislation is sponsored by the California Transit Association. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time." By reducing administrative requirements, simplifying the allocation process, and providing greater flexibility for multi-year programming and ongoing services, SB 741 would help transit agencies more efficiently utilize available funding while maintaining local flexibility to address transportation needs.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY JUNE 8, 2026

AMENDED IN SENATE APRIL 21, 2025

SENATE BILL

No. 741

Introduced by Senator Blakespear

February 21, 2025

An act to amend Section ~~30600~~ 75230 of the Public Resources Code, relating to ~~coastal resources~~: *transportation, and making an appropriation therefor.*

LEGISLATIVE COUNSEL'S DIGEST

SB 741, as amended, Blakespear. ~~Coastal resources: coastal development permit exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor: Low Carbon Transit Operations Program.~~

Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements.

This bill would repeal the requirement for the department to adopt guidelines.

Existing law continuously appropriates a specified amount of money from the Greenhouse Gas Reduction Fund for the program and requires the Controller to allocate those moneys according to the requirements of the program. Existing law requires a recipient transit agency to

demonstrate that expenditures of program moneys allocated to the agency reduce the emission of greenhouse gases and do not supplant other sources of funds. Existing law requires moneys for the program to be expended to provide transit operating or capital assistance that directly enhances or expands transit services, increases transit mode share, or is related to the purchase of zero-emission buses, as specified. If a recipient transit agency's service area includes disadvantaged communities, as defined, existing law requires the agency to expend at least 50% of the total moneys received from the program to benefit the disadvantaged communities, as provided. Before seeking a disbursement of funds pursuant to the program, existing law requires a recipient transit agency to submit to the department a list of proposed expense types and documentation required by the guidelines that demonstrates compliance with the above-described expenditure requirements. For capital projects funded by the program, existing law requires a transit agency to specify the phases of work for which an allocation of program moneys is sought, identify sources and timing of all moneys required for those phases of work, and describe intended sources and timing of funding for subsequent phases of work, as provided. Existing law requires a recipient transit agency to provide an annual report to the department, as provided. Existing law requires the department and a recipient transit agency to comply with guidelines developed by the State Air Resources Board to ensure that the requirements of a certain investment plan are met to maximize the benefits to disadvantaged communities, as provided.

This bill would revise and recast the program to, among other things, require program funds to be expended only on maintenance or expansion of bus, rail, or ferry services, transit fare subsidies, and network and fare integration technology improvements, and would repeal the requirement related to expenditures in disadvantaged communities. By altering the permissible uses for which continuously appropriated funds may be used, the bill would make an appropriation. Before receiving program funds, the bill would require a recipient transit agency to submit to the department a list of services or programs to be funded by those funds, as specified. The bill would require the department to report to the Controller the recipient transit agencies that have submitted the list, and would, upon receipt of the report from the department, require the Controller to allocate program funds quarterly. The bill would require a recipient transit agency to report to the department on the expenditure of program funds, as specified.

The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided:

This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided.

This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Vote: majority^{2/3}. Appropriation: ~~no~~yes. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 75230 of the Public Resources Code is
2 amended to read:

3 75230. (a) The Low Carbon Transit Operations Program is
4 hereby created to provide operating and capital assistance for transit
5 agencies to reduce the emissions of greenhouse gases and improve
6 mobility, with a priority on serving disadvantaged communities.

7 (b) Funding for the program is continuously appropriated
8 pursuant to Section ~~39719~~ 39719.4 of the Health and Safety Code
9 from the Greenhouse Gas Reduction Fund established pursuant to
10 Section 16428.8 of the Government Code.

11 (c) (1) Except as provided in paragraph (2), funding shall be
12 allocated by the Controller on a formula basis consistent with the
13 requirements of this part and with Section ~~39719~~ of the Health and
14 Safety Code, part, upon a determination by the ~~Department of~~
15 ~~Transportation~~ department that the expenditures proposed by a
16 recipient transit agency meet the requirements of this part and
17 guidelines developed pursuant to this section, and that the amount
18 of funding requested is currently available.

19 (2) For the portion of funding allocated pursuant to paragraph
20 (1) under the formula set forth in Section 99314 of the Public

1 Utilities Code, the Controller shall allocate that funding for the
 2 2019–20 to 2025–26, inclusive, fiscal years based on the individual
 3 operator ratios described in Section 99314.10 of the Public Utilities
 4 Code.

5 ~~(d) A recipient transit agency shall demonstrate that each~~
 6 ~~expenditure of program moneys allocated to the agency reduces~~
 7 ~~the emissions of greenhouse gases.~~

8 ~~(e) A recipient transit agency shall demonstrate that each~~
 9 ~~expenditure of program moneys does not supplant another source~~
 10 ~~of funds.~~

11 ~~(f) Moneys for the program shall be expended to provide transit~~
 12 ~~operating or capital assistance that meets any of the following:~~

13 ~~(1) Expenditures that directly enhance or expand transit service~~
 14 ~~by supporting new or expanded bus or rail services, new or~~
 15 ~~expanded waterborne transit, or expanded intermodal transit~~
 16 ~~facilities, and may include equipment acquisition, fueling, and~~
 17 ~~maintenance, and other costs to operate those services or facilities.~~

18 ~~(2) Operational expenditures that increase transit mode share.~~

19 ~~(3) Expenditures related to the purchase of zero-emission buses,~~
 20 ~~including electric buses, and the installation of the necessary~~
 21 ~~equipment and infrastructure to operate and support these~~
 22 ~~zero-emission buses.~~

23 ~~(g) (1) For a recipient transit agency whose service area includes~~
 24 ~~disadvantaged communities, as identified pursuant to Section~~
 25 ~~39711 of the Health and Safety Code, at least 50 percent of the~~
 26 ~~total moneys received pursuant to this part shall be expended on~~
 27 ~~projects or services that meet the requirements of subdivisions (d),~~
 28 ~~(e), and (f) and benefit the disadvantaged communities, as~~
 29 ~~identified consistent with the guidance developed by the State Air~~
 30 ~~Resources Board pursuant to Section 39715 of the Health and~~
 31 ~~Safety Code.~~

32 ~~(2) The requirement of paragraph (1) is waived if the recipient~~
 33 ~~transit agency expends the funding provided pursuant to this section~~
 34 ~~on any of the following:~~

35 ~~(A) New or expanded transit service that connects with transit~~
 36 ~~service serving disadvantaged communities, as identified pursuant~~
 37 ~~to Section 39711 of, or in low-income communities, as defined in~~
 38 ~~paragraph (2) of subdivision (d) of Section 39713 of, the Health~~
 39 ~~and Safety Code.~~

1 ~~(B) Transit fare subsidies and network and fare integration~~
2 ~~technology improvements, including, but not limited to, discounted~~
3 ~~or free student transit passes.~~

4 ~~(C) The purchase of zero-emission transit buses and supporting~~
5 ~~infrastructure.~~

6 ~~(3) Expenditures made pursuant to paragraph (2) shall be~~
7 ~~deemed to have met all applicable requirements established~~
8 ~~pursuant to Section 39713 of the Health and Safety Code.~~

9 ~~(4) This section does not require a recipient transit agency to~~
10 ~~provide individual rider data to the Department of Transportation~~
11 ~~or to the State Air Resources Board.~~

12 ~~(h) The Department of Transportation, in coordination with the~~
13 ~~State Air Resources Board, shall develop guidelines that describe~~
14 ~~the methodologies that a recipient transit agency shall use to~~
15 ~~demonstrate that proposed expenditures will meet the criteria in~~
16 ~~subdivisions (d), (e), (f), and (g) and establish the reporting~~
17 ~~requirements for documenting ongoing compliance with those~~
18 ~~criteria.~~

19 ~~(i) Chapter 3.5 (commencing with Section 11340) of Part 1 of~~
20 ~~Division 3 of Title 2 of the Government Code does not apply to~~
21 ~~the development of guidelines for the program pursuant to this~~
22 ~~section.~~

23 ~~(j) A recipient transit agency shall submit the following~~
24 ~~information to the Department of Transportation before seeking a~~
25 ~~disbursement of funds pursuant to this part:~~

26 ~~(1) A list of proposed expense types for anticipated funding~~
27 ~~levels.~~

28 ~~(2) The documentation required by the guidelines developed~~
29 ~~pursuant to this section to demonstrate compliance with~~
30 ~~subdivisions (d), (e), (f), and (g).~~

31 ~~(k) For capital projects, a recipient transit agency shall also do~~
32 ~~all of the following:~~

33 ~~(1) Specify the phases of work for which the recipient transit~~
34 ~~agency is seeking an allocation of moneys from the program.~~

35 ~~(2) Identify the sources and timing of all moneys required to~~
36 ~~undertake and complete any phase of a project for which the~~
37 ~~recipient transit agency is seeking an allocation of moneys from~~
38 ~~the program.~~

1 ~~(3) Describe intended sources and timing of funding to complete~~
 2 ~~any subsequent phases of the project, through construction or~~
 3 ~~procurement.~~

4 ~~(f) Except as specified in subdivision (m), a~~

5 *(d) Program funds shall be expended only on the following*
 6 *services and programs:*

7 *(1) Maintenance or expansion of bus, rail, or ferry services,*
 8 *including, but not limited to, equipment acquisition, vehicles,*
 9 *fueling, maintenance, and other costs to operate bus, rail, and*
 10 *ferry services.*

11 *(2) Transit fare subsidies, including, but not limited to,*
 12 *discounted and free student transit passes.*

13 *(3) Network and fare integration technology improvements.*

14 *(e) (1) Before receiving an allocation of funds pursuant to*
 15 *subdivision (c) from the Controller in a fiscal year, a recipient*
 16 *transit agency shall submit to the department a list of services or*
 17 *programs proposed to be funded with the funds. The list of services*
 18 *or programs proposed to be funded by the program may be for a*
 19 *single year or for multiple years. The list of services or programs*
 20 *proposed to be funded with the funds shall include a description*
 21 *and location of each proposed service or program. The list of*
 22 *services or programs submitted to the department shall not limit*
 23 *the flexibility of a recipient transit agency to fund services or*
 24 *programs in accordance with local needs and priorities if the*
 25 *services or programs are consistent with subdivision (d).*

26 *(2) The department shall report to the Controller a recipient*
 27 *transit agency that has submitted a list of services or programs as*
 28 *described in this subdivision and that is therefore eligible to receive*
 29 *an allocation of funds for the applicable fiscal year. The Controller,*
 30 *upon receipt of the report, shall allocate funds consistent with*
 31 *subdivision (c).*

32 *(f) For each fiscal year, a recipient transit agency receiving an*
 33 *allocation of funds pursuant to subdivision (e) shall, upon*
 34 *expending those funds, submit documentation to the department*
 35 *that includes a description and location of each completed service*
 36 *or program, and the amount of funds expended on the service or*
 37 *program.*

38 *(g) A recipient transit agency that has used program moneys for*
 39 *any type of ~~operational assistance~~ service or program allowed by*
 40 *subdivision ~~(f)~~ (d) in a previous fiscal year may use program*

1 moneys to continue the same service or program in—any *a*
 2 subsequent fiscal year if the agency can demonstrate that reductions
 3 in the emissions of greenhouse gases can be realized. *year.*

4 ~~(m) A recipient transit agency using program moneys for the~~
 5 ~~continuation of a free or reduced fare transit program shall not be~~
 6 ~~subject to subdivision (l) and may continue to use program moneys~~
 7 ~~for that purpose without any restriction to length of time. The~~
 8 ~~recipient transit agency shall submit an initial allocation request~~
 9 ~~to the department and meet all requirements of this section, except~~
 10 ~~subdivision (l). After the initial allocation for a recipient transit~~
 11 ~~agency's free or reduced fare transit program is funded pursuant~~
 12 ~~to this subdivision, the recipient transit agency shall not be required~~
 13 ~~to submit an additional allocation request for the next three fiscal~~
 14 ~~years, but instead shall provide documentation necessary to meet~~
 15 ~~the requirements of subdivision (s) and for the free or reduced fare~~
 16 ~~transit program to maintain compliance with this section as detailed~~
 17 ~~in the initial allocation request submitted to the department. A~~
 18 ~~recipient transit agency using funds for a free or reduced fare transit~~
 19 ~~program funded pursuant to this subdivision shall submit the~~
 20 ~~reports required by subdivision (s).~~

21 ~~(n) Before authorizing the disbursement of funds, the~~
 22 ~~Department of Transportation, in coordination with the State Air~~
 23 ~~Resources Board, shall determine the eligibility, in whole or in~~
 24 ~~part, of the proposed list of expense types, based on the~~
 25 ~~documentation provided by a recipient transit agency to ensure~~
 26 ~~ongoing compliance with the guidelines developed pursuant to~~
 27 ~~this section.~~

28 ~~(o) The Department of Transportation shall notify the Controller~~
 29 ~~of approved expenditures for each recipient transit agency, and~~
 30 ~~the amount of the allocation for each agency determined to be~~
 31 ~~available at that time of approval.~~

32 ~~(p)~~
 33 ~~(h) A recipient transit agency that does not submit—an~~
 34 ~~expenditure for funding a list pursuant to paragraph (1) of~~
 35 ~~subdivision (e) in a particular fiscal year may retain its funding~~
 36 ~~share, and may accumulate and use that funding share in a~~
 37 ~~subsequent fiscal year for a larger expenditure, including operating~~
 38 ~~assistance. *expenditure.* The recipient transit agency shall first~~
 39 ~~specify the number of fiscal years that it intends to retain its~~
 40 ~~funding share and the expenditure *program or service* for which~~

1 the agency intends to use these moneys. A recipient transit agency
 2 may only retain its funding share for a maximum of four fiscal
 3 years.

4 (q)

5 (i) A recipient transit agency may, in any particular fiscal year,
 6 loan or transfer its funding share to another recipient transit agency
 7 within the same region for any identified eligible ~~expenditure~~
 8 *program or service* under the program, ~~including operating~~
 9 ~~assistance; in accordance with procedures incorporated by the~~
 10 ~~Department of Transportation in the guidelines developed pursuant~~
 11 ~~to this section, which procedures shall be consistent with the~~
 12 ~~requirement in subdivision (g): developed and adopted by the~~
 13 ~~department.~~

14 (r)

15 (j) A recipient transit agency may apply to the ~~Department of~~
 16 ~~Transportation department~~ to reassign any savings of surplus
 17 moneys allocated under this section to the agency for ~~an~~
 18 ~~expenditure a program or service~~ that has been completed to
 19 another eligible ~~expenditure program or service~~ under the program;
 20 ~~including operating assistance: program.~~ A recipient transit agency
 21 may also apply to the ~~Department of Transportation department~~
 22 to reassign to another eligible ~~expenditure program or service~~ any
 23 moneys from the program previously allocated to the agency for
 24 ~~an expenditure a program or service~~ that the agency has determined
 25 is no longer a priority for the use of those moneys.

26 (s) A recipient transit agency shall provide annual reports to the
 27 Department of Transportation, in the format and manner prescribed
 28 by the department, consistent with the internal administrative
 29 procedures for the use of the fund proceeds developed by the State
 30 Air Resources Board.

31 (t) ~~The Department of Transportation and recipient transit~~
 32 ~~agencies shall comply with the guidelines developed by the State~~
 33 ~~Air Resources Board pursuant to Section 39715 of the Health and~~
 34 ~~Safety Code to ensure that the requirements of Section 39713 of~~
 35 ~~the Health and Safety Code are met to maximize the benefits to~~
 36 ~~disadvantaged communities, as identified pursuant to Section~~
 37 ~~39711 of the Health and Safety Code.~~

38 (u)

39 (k) A recipient transit agency shall comply with all applicable
 40 legal requirements, including the requirements of the California

1 Environmental Quality Act (Division 13 (commencing with Section
2 21000)), and civil rights and environmental justice obligations
3 under state and federal law. This section does not expand or extend
4 the applicability of those laws to recipient transit agencies.

5 (v)

6 (l) The audit of public transportation operator finances already
7 required under the Mills-Alquist-Deddeh Act (Chapter 4
8 (commencing with Section 99200) of Part 11 of Division 10 of
9 the Public Utilities Code) pursuant to Section 99245 of the Public
10 Utilities Code shall be expanded to include verification of receipt
11 and appropriate expenditure of moneys from the program. Each
12 recipient transit agency receiving moneys from the program in a
13 fiscal year for which an audit is conducted shall transmit a copy
14 of the audit to the ~~Department of Transportation~~, *department*, and
15 the department shall make the audits available to the Legislature
16 and the Controller for review on request.

17 (m) *Chapter 3.5 (commencing with Section 11340) of Part 1*
18 *of Division 3 of Title 2 of the Government Code does not apply to*
19 *the development of guidelines or procedures for the program*
20 *pursuant to this section.*

21 (n) *For purposes of this section, "department" means the*
22 *Department of Transportation.*

23 ~~SECTION 1. Section 30600 of the Public Resources Code is~~
24 ~~amended to read:~~

25 ~~30600. (a) Except as provided in subdivision (e), and in~~
26 ~~addition to obtaining any other permit required by law from any~~
27 ~~local government or from any state, regional, or local agency, any~~
28 ~~person, as defined in Section 21066, wishing to perform or~~
29 ~~undertake any development in the coastal zone, other than a facility~~
30 ~~subject to Section 25500, shall obtain a coastal development permit.~~

31 ~~(b) (1) Before certification of its local coastal program, a local~~
32 ~~government may, with respect to any development within its area~~
33 ~~of jurisdiction in the coastal zone and consistent with Sections~~
34 ~~30604, 30620, and 30620.5, establish procedures for the filing,~~
35 ~~processing, review, modification, approval, or denial of a coastal~~
36 ~~development permit. Those procedures may be incorporated and~~
37 ~~made a part of the procedures relating to any other appropriate~~
38 ~~land use development permit issued by the local government.~~

39 ~~(2) A coastal development permit from a local government shall~~
40 ~~not be required by this subdivision for any development on~~

1 tidelands, submerged lands, or on public trust lands, whether filled
2 or unfilled, or for any development by a public agency for which
3 a local government permit is not otherwise required.

4 (e) ~~If before certification of its local coastal program, a local
5 government does not exercise the option provided in subdivision
6 (b), or a development is not subject to the requirements of
7 subdivision (b), a coastal development permit shall be obtained
8 from the commission or from a local government as provided in
9 subdivision (d).~~

10 (d) ~~After certification of its local coastal program or pursuant
11 to Section 30600.5, a coastal development permit shall be obtained
12 from the local government as provided for in Section 30519 or
13 Section 30600.5.~~

14 (e) ~~This section does not apply to any of the following projects,
15 except that notification by the agency or public utility performing
16 any of the following projects shall be made to the commission
17 within 14 days from the date of the commencement of the project:~~

18 (1) ~~Immediate emergency work necessary to protect life or
19 property or immediate emergency repairs to public service facilities
20 necessary to maintain service as a result of a disaster in a
21 disaster-stricken area in which a state of emergency has been
22 proclaimed by the Governor pursuant to Chapter 7 (commencing
23 with Section 8550) of Division 1 of Title 2 of the Government
24 Code.~~

25 (2) (A) ~~Emergency projects undertaken, carried out, or approved
26 by a public agency to maintain, repair, or restore either of the
27 following:~~

28 (i) ~~An existing highway, as defined in Section 360 of the Vehicle
29 Code, except for a highway designated as an official state scenic
30 highway pursuant to Section 262 of the Streets and Highways
31 Code.~~

32 (ii) ~~An existing railroad track along the Los Angeles-San
33 Diego-San Luis Obispo Rail Corridor.~~

34 (B) ~~This paragraph applies only within the existing right-of-way
35 of the highway or railroad that is damaged as a result of fire, flood,
36 storm, earthquake, land subsidence, gradual earth movement, or
37 landslide, within one year of the damage.~~

38 (C) ~~This paragraph does not exempt from this section either of
39 the following:~~

1 (i) A project undertaken, carried out, or approved by a public
2 agency to expand or widen a highway or railroad facilities damaged
3 by fire, flood, storm, earthquake, land subsidence, gradual earth
4 movement, or landslide.

5 (ii) A project that would include construction of any new or
6 expanded revetment, seawall, bluff or cliff stabilization or retention
7 structure, rock slope protection, and other construction that alters
8 natural shoreline processes.

9 SEC. 2. The Legislature finds and declares that a special statute
10 is necessary and that a general statute cannot be made applicable
11 within the meaning of Section 16 of Article IV of the California
12 Constitution because of the unique economic importance of the
13 Los Angeles-San Diego-San Luis Obispo Rail Corridor associated
14 with the statewide transport of passengers and freight, requiring
15 the need to address routine repair and maintenance work in the
16 coastal zone quickly to minimize disruption while maintaining rail
17 service and constitutionally protected public access to the shoreline.



June 1, 2026

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Monique Limón
Senate President Pro Tempore
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker of the Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

Re: Urgent Call to Protect Statewide Transit Funding

Dear Governor Newsom, Pro Tempore Limón, and Speaker Rivas

We, the undersigned members of the California Legislature, write to urgently request that public transit funding be fully protected in the state budget. Specifically, we write to express our strong concerns that the California Air Resources Board's (CARB) proposed amendments to the Cap-and-Invest program will fully defund the \$400 million annual Greenhouse Gas Reduction Fund (GGRF) portion of the Transit and Intercity Rail Capital Program (TIRCP) and the \$200 million annual Low Carbon Transit Operations Program (LCTOP) through 2030.

Additionally, we are concerned that – once again after agreeing to a \$5.1 billion state investment approved for public transit in the Budget Act of 2023, the May Revision does not appropriate the final \$690 million of installments of this critical investment. We call on you to:

- **Preserve the \$400 million in annual TIRCP and \$200 million in annual LCTOP funding included in the reauthorized cap-and-invest expenditure plan, which CARB's proposed cap-and-invest amendments would fully defund through 2030 (total \$600 million annually through 2030)**
- **Appropriate the \$230 million in committed Zero-Emission Transit Capital Program funds in fiscal year 2026-27, and recommit to appropriate the remaining \$460 million in ZETCP funding in FY 2027-28 (total \$690 million)**

TIRCP and LCTOP

In 2025, the Legislature approved, and Governor signed, AB 1207 (Irwin) and SB 840 (Limón), which together, extended the Cap-and-Trade program through 2045; renamed it the Cap-and-Invest program; and re-established the Cap-and-Invest Expenditure Plan, maintaining continuous appropriations for TIRCP and LCTOP. A one-time appropriation of \$125 million in GGRF revenues for transit passes is also included.

As we engaged in last year's Cap-and-Trade discussions, we emphasized the importance of funding certainty to TIRCP and LCTOP. As we supported these bills, we expressed concerns about the final agreement's placement of these programs in Tier 3 of the new GGRF Expenditure Plan as the placement creates unnecessary uncertainty. Under the new plan, Tier 3 programs receive funding only after all Tier 1 and Tier 2 programs' funding commitments are met. When GGRF revenues fall short due to a weak auction market, Tier 3 programs are subject to proportional funding reductions. We flagged then that, in a weak market, the TIRCP and LCTOP could receive far less than the \$400 million and \$200 million we committed to the programs. CARB's proposed cap-and-invest program amendments would reduce GGRF by so much that all Tier 3 programs – including TIRCP and LCTOP – would be fully defunded through 2030.

This is an unacceptable outcome that will raise costs for Californians. TIRCP and LCTOP are designed to expand access to affordable public transit while reducing greenhouse gas emissions. We cannot allow Californians – already burdened by high gas prices – to lose out on expanded public transit outcomes. TIRCP is also the only dedicated funding source for public transit capital expansion in the state. Effectively eliminating this funding would renege on the state's commitment to support public transit.

We urge you to protect all projected TIRCP and LCTOP appropriations through 2030 through this state budget – including identifying a solution to retain the \$400 and \$200 million annual TIRCP and LCTOP appropriations, respectively.

The Senate's recently released budget plan assumes the full protection of TIRCP, LCTOP, and SB 125 funding – as agreed-upon by the Governor and Legislature in 2025-2026 – which aligns with the requests in this letter.

SB 125 Funding

In 2023, the Legislature approved, and Governor signed, AB 102 (Ting) and SB 125 (Skinner), which together created a \$5.1 billion multi-year transit funding package. This package – commonly referred to as the “SB 125 program” – redirected existing transit capital funds and added new General Fund dollars to the new formula-based TIRCP and the ZETCP. The goal of this funding package was to sustain and expand essential transit service, following the pandemic, while advancing major transit and rail projects to meet the state's long-term environmental goals. Its size and multi-year design reflected the state's intent to give transit agencies stable funding to recover ridership, allow supply chains to stabilize, and give regions time to plan and secure long-term funding solutions.

Access to this funding includes various accountability provisions, including the requirement to present a detailed allocation plan that must be approved by the California State Transportation Agency (CalSTA). Among other things, these allocation plans were required to address how funding received through this package and available through other regional/local resources would be used to address expected operational shortfalls, mitigate service cuts and fare increases, avoid layoffs, grow ridership, and improve the cleanliness and safety of their systems. To help demonstrate their commitment to secure long-term funding solutions, regional entities and transit agencies in the San Francisco Bay Area, Central Coast, and San Diego, have prepared to pursue self-help measures. In return, our regional entities and transit agencies asked only that the state follow through on its commitment to provide the planned appropriations to the SB 125 program through Budget Acts, beginning in 2023.

To date \$4.41 billion of the \$5.1 billion funding package has been appropriated through the Budget Acts of 2023, 2024, and 2025. The remaining \$690 million in ZETCP funds is scheduled for appropriation in the Budget Acts of 2026 and 2027. However, the January Budget and May Revision omits the planned \$230 million appropriations for Fiscal Year 2026-27 and does not acknowledge the planned \$460 million appropriation for Fiscal Year 2027-28.

We recognize the state's ongoing fiscal challenges, but SB 125 appropriations have been essential to maintaining transit service and supporting ridership recovery. Future funding remains critical to the industry's continued stabilization and long-term funding efforts. Failing to provide the remaining SB 125 – ZETCP funds would lead to service cuts and layoffs, jeopardize fragile ridership gains and federal funding for capital projects, and undermine regional efforts to advance sustainable, long-term funding solutions.

Again, we urge the Budget Act of 2026 to appropriate the planned \$230 million in GGFR for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate \$460 million in GGFR to the program in FY 2027-28.

Thank you for your consideration of this urgent request.



Jesse Arreguin
Senator, 7th District



Scott Wiener
Senator, 11th District



Mark González
Assemblymember, 54th District



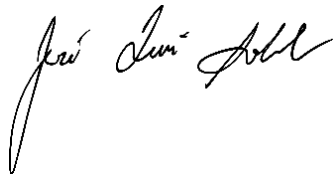
Buffy Wicks
Assemblymember, 14th District



Bob Archuleta
Senator, 30th District



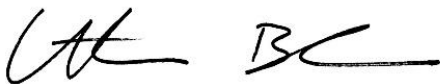
Josh Lowenthal
Assemblymember, 69th District



José Luis Solache, Jr.
Assemblymember, 62nd District



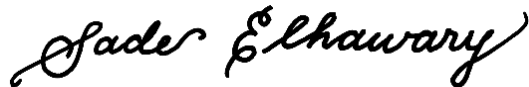
Robert Garcia
Assemblymember, 50th District



Catherine Blakespear
Senator, 38th District



Jerry McNerney
Senator, 5th District



Sade Elhawary
Assemblymember, 57th District



Blanca Pacheco
Assemblymember,



Ash Kalra
Assemblymember, 25th District



Lola Smallwood-Cuevas
Senator, 28th District



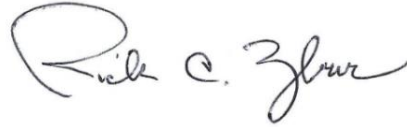
Sasha Renée Pérez
Senator, 25th District



Tom Umberg
Senator, 34th District



Catherine Stefani
Assemblymember, 19th District



Rick Chavez Zbur
Assemblymember, 51st District



Rhodesia Ransom
Assemblymember, 13th District



Marc Berman
Assemblymember, 23rd District



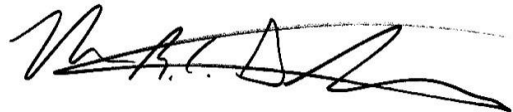
Matt Haney
Assemblymember, 17th District



Liz Ortega
Assemblymember, 20th District



Rebecca Bauer-Kahan
Assemblymember, 16th District



Nick Schultz
Assemblymember, 44th District



Laura Richardson
Senator, 35th District



Orange County Transportation Authority Legislative Matrix

**2026 State Legislation Session
June 18, 2026**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle’s use of the toll facility that is intended to implement interstate interoperability.</p>	<p>INTRODUCED: 01/28/2025 LOCATION: Senate Committees on Transportation and Judiciary LAST AMEND: 07/17/2025 STATUS: 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1569 (Davies – R) Pupil safety: electric bicycle: safety and training program.</p>	<p>Would require the Department of Education in consultation with the California Highway Patrol to develop a standardized electric bicycle safety and training program for students in grades 7 through 12.</p>	<p>INTRODUCED: 01/12/2026 LOCATION: <i>Senate Committee on Education</i> LAST AMEND: 04/13/2026 HEARING: 06/10/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committees on Education and Transportation.</i></p>	<p>Support (partial list)</p> <p>Support: City of Irvine, City of San Clemente, Streets for All, League of California Cities, Auto Club of Southern California</p>
<p>AB 1855 (Gonzalez – R) California Environmental Quality Act: exemption: passenger rail service.</p>	<p>Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.</p>	<p>INTRODUCED: 02/11/2026 LOCATION: Assembly Committee on Natural Resources</p> <p>STATUS: 02/23/2026 In ASSEMBLY. Referred to Assembly Committee on Natural Resources</p>	<p>Support</p> <p>Support: Riverside County Transportation Commission (sponsor)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1944 (Lee – D) Zero-emission transit buses: axle weight.</p>	<p>Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.</p>	<p>INTRODUCED: 02/13/2026 LOCATION: <i>Senate Committee on Transportation</i> HEARING: 06/09/2026</p> <p>STATUS: 05/06/2026 <i>In SENATE. Referred to Committee on Transportation.</i></p>	<p>Support</p> <p>Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System <i>Oppose: League of California Cities</i></p>
<p>► AB 2051 (Wicks–D) Public resources: Coastal Resilience Permitting Working Group.</p>	<p>Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Senate Committee on Rules</i> LAST AMEND: 03/25/2026</p> <p>STATUS: 06/01/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Support</p> <p>Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2059 (Wilson – D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.</p>	<p>Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at five percent of estimated total project cost and deem costs above that threshold economically infeasible.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Senate Committee on Environmental Quality</i> LAST AMEND: 04/22/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Environmental Quality.</i></p>	<p>Support If Amended</p> <p>Support: Transportation California Oppose: 350 Bay Area Action, Active San Gabriel Valley, Center for Biological Diversity, ClimatePlan, Coalition for Clean Air, Leadership Counsel for Justice & Accountability, MoveLA, Planning and Conservation League, San Diego 350.Org, Sierra Club, Streets for All, Transform</p>
<p>► AB 2513 (Petrie-Norris – D) Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.</p>	<p>Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.</p>	<p>INTRODUCED: 02/20/2026 LOCATION: <i>Senate Committee on Rules</i> LAST AMEND: 04/16/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Support</p> <p>Support: County of Orange Area Safety Task Force, County of Orange</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2560 (Schultz – D) Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.</p>	<p>INTRODUCED: 02/20/2026 LOCATION: <i>Senate Committee on Rules</i></p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: Self-Help Counties Coalition, American Council of Engineering Companies, California Association of Councils of Governments, Riverside County Transportation Commission, Self Help Counties Coalition, Transportation California, California Alliance for Jobs Support: Streets for All, Greenlining Institute, Move LA, Coalition for Clean Air</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>SB 677 (Wiener – D) Housing development: transit-oriented development.</p>	<p>Would revise the definition of high-frequency commuter rail to include commuter and intercity rail stations based on average weekday train frequency, potentially expanding the number of transit-oriented development stops subject to state-mandated housing standards under SB 79.</p>	<p>INTRODUCED: 02/21/25 LOCATION: Assembly LAST AMEND: 01/08/2026</p> <p>STATUS: 01/26/26 In ASSEMBLY. Read first time. Held at desk.</p>	<p>Oppose Unless Amended (partial list)</p> <p>Support: Abundant Housing Los Angeles (co-source), Bay Area Council (co-source), California Yimby (co-source), Inner City Law Center (co-source), Spur (co-source), Streets for All (co-source), Housing Action Coalition</p> <p>Oppose: California Association of Counties, League of California Cities, City of Glendale, City of Encinitas, Equitable Land Use Alliance, Los Angeles County Metropolitan Transportation Authority, San Diego Association of Governments</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 741 (Blakespear – D) <i>Low Carbon Transit Operations Program</i></p>	<p><i>Would reform and streamline the Low Carbon Transit Operations Program by revising eligible uses of program funds, including the maintenance and expansion of transit services, transit fare subsidies, and network and fare integration technology improvements, while reducing administrative requirements on transit agencies.</i></p>	<p>INTRODUCED: 02/21/25 LOCATION: Assembly Committee on Natural Resources LAST AMEND: 06/08/2026 STATUS: 06/08/2026 <i>In ASSEMBLY. Amended and referred to Committee on Natural Resources.</i></p>	<p>STAFF RECOMMENDS SUPPORT <i>Support: California Transit Association (sponsor)</i></p>
<p>SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.</p>	<p>INTRODUCED: 02/21/25 LOCATION: Senate Appropriations Committee STATUS: 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>	<p>Support (partial list) Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 935 (Choi – R) Local agency design-build projects: authorization.</p>	<p>Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.</p>	<p>INTRODUCED: 01/29/2026 LOCATION: Assembly Committee on Local Government HEARING: 06/03/2026</p> <p>STATUS: 05/04/2026 In ASSEMBLY. Referred to Committee on Local Government.</p>	<p>Support</p> <p>Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California, Orange County Fire Authority, Association of California Cities Orange County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 1087 (Cabaldon – D) Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>Would make changes to existing Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated, and would extend GHG reduction targets to 2045 and make changes to certain transportation funding programs to support implementation of the strategies.</p>	<p>INTRODUCED: 02/13/2026 LOCATION: <i>Assembly Desk</i> LAST AMEND: 04/09/2026</p> <p>STATUS: <i>05/27/2026</i> <i>In ASSEMBLY. Read first time.</i> <i>Held at Desk.</i></p>	<p>Support If Amended</p> <p>Support (partial list): Association of Bay Area Governments (co-sponsor), Sacramento Area Council of Governments (co- sponsor), San Diego Association of Governments (co-sponsor), Southern California Association of Governments (co-sponsor), Riverside County Transportation Commission, California Association of Councils of Governments</p> <p>Oppose: Equitable Land Use Alliance, Families and Homes San Jose, California Building Industry Association, Coalition for Clean Air</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 1167 (Blakespear – D) Vehicles: electric bicycles.</p>	<p>Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Assembly Desk</i> LAST AMEND: 05/14/2026</p> <p>STATUS: 05/04/2026 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p>Support (partial list)</p> <p>Support: CalBike (co-sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co-sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney's Office, <i>County of Orange</i></p>

BILLS BEING MONITORED

AB 35 (Alvarez, D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

Introduced: 12/02/2024

Last Amended: 01/14/2026

Status: 05/06/2026 - Referred to Com. on N.R. & W.

Calendar: 06/09/26 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100
BECKER, JOSH, Chair

Location: 05/06/2026 - Senate Natural Resources and Water

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency's internet website. (Based on 01/14/2026 text)

AB 259 (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

AB 266 (Davies, R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 01/17/2025

Last Amended: 06/02/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 334 (Petrie-Norris, D) Operators of toll facilities: interoperability programs: vehicle information.

Introduced: 01/28/2025

Last Amended: 07/17/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified.

AB 340 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 443 (Bennett, D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

Introduced: 02/06/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided.

AB 596 (Ortega, D) Elections: ballot disclosures.

Introduced: 02/13/2025

Last Amended: 09/09/2025

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 06/04/26 #5 A-MOTION TO RECONSIDER

Location: 05/15/2026 - Assembly RECONSIDERATION

Summary: Under current law, the ballot label for a statewide measure contains a condensed version of the ballot title and summary prepared by the Attorney General, including a fiscal impact summary prepared by the Legislative Analyst, followed by a listing of the names of the measure's supporters and opponents. Current law requires the Secretary of State to create an internet website or to use other available technology to consolidate information about each state ballot measure, including a list of the top 10 contributors supporting or opposing a measure, if compiled by the Fair Political Practices Commission. This bill would require the 3 largest contributors of \$100,000 or more to all committees that paid for the circulation of a statewide initiative or statewide referendum measure to also be printed on the ballot immediately following the names of the measure's supporters and opponents. The Secretary of State would be required to make a copy of the top contributors available for public examination prior to printing that information on ballots, and voters would be authorized to seek a writ of mandate requiring the identified contributors to be amended or deleted. The bill would specify words and phrases that may be left out of a top contributor's name in order to shorten the name when printed on the ballot.

AB 735 (Carrillo, D) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/18/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines "logistics use" for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of "logistics use" and instead define "logistics use development" for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

AB 891 (Zbur, D) Transportation: Quick-Build Pilot Program.

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Location: 08/25/2025 - Senate 2 YEAR

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program.

AB 911 (Carrillo, D) Emergency telecommunications medium- and heavy-duty zero-emission vehicles.

Introduced: 02/19/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: The State Air Resources Board has adopted the Advanced Clean Fleets Regulations, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles, as provided. This bill would exempt emergency telecommunications vehicles owned or purchased by emergency telecommunications service providers that are used to participate in the federal Emergency Alert System, to provide access to 911 emergency services, or to provide wireless connectivity during service outages from specified requirements in the above-described regulations.

AB 954 (Bennett, D) Interregional transportation strategic plan: bicycle highways.

Introduced: 02/20/2025

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

AB 1018 (Bauer-Kahan, D) Automated decision systems.

Introduced: 02/20/2025

Last Amended: 09/05/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency and requires the department to, among other things, bring civil actions to enforce the act. Current law requires, on or before September 1, 2024, the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would generally regulate the development and deployment of an automated decision system (ADS) used to make consequential decisions, as defined. The bill would define "automated decision system" to mean a computational process derived from machine learning, statistical modeling, data analytics, or artificial intelligence that issues simplified output, including a score, classification, or recommendation, that is designed or used to assist or replace human discretionary decisionmaking and materially impacts natural persons. This bill would require a developer of a covered ADS, as defined, to take certain actions, including conduct impact assessments of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including a high-level summary of the results of those impact assessments.

AB 1145 (Gonzalez, Jeff, R) State highways: safety: State Highway Route 74: report.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/18/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: Would require the Department of Transportation, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route 74. The bill would require the study to collect specified data over the preceding 10 years, as provided, and to develop recommendations to improve highway safety on State Highway Route 74, including recommendations on how to address enforcement facility bypassing on roadways other than State Highway Route 74, as specified. The bill would require the department to report its findings and recommendations to the Legislature on or before December 31, 2027. The bill would repeal these provisions as of January 1, 2029.

AB 1237 (McKinnor, D) Ticket sellers: event tickets: transit tickets.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was B., P. & E.D. on 6/2/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: Would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime.

AB 1244 (Wicks, D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles.

AB 1337 (Ward, D) Information Practices Act of 1977.

Introduced: 02/21/2025

Last Amended: 06/01/2026

Status: 06/01/2026 - In committee: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on P., D.T., & C.P.

Calendar: 06/15/26 S-PRIVACY, DIGITAL TECHNOLOGIES, AND CONSUMER PROTECTION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CABALDON, CHRISTOPHER, Chair

Location: 05/06/2026 - Senate Privacy, Digital Technologies, and Consumer Protection

Summary: The Information Practices Act of 1977 prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would, beginning January 1, 2028, recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes.

AB 1383 (McKinnor, D) Public employees' retirement benefits.

Introduced: 02/21/2025

Last Amended: 05/13/2026

Status: 05/13/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

Location: 05/06/2026 - Senate Labor, Public Employment and Retirement

Summary: The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits.

AB 1421 (Wilson, D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2026 - Senate Rules

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 1564 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/12/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 1569 (Davies, R) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - Referred to Coms. on ED. and TRANS.

Calendar: 06/10/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/27/2026 - Senate Education

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified.

AB 1578 (Jackson, D) State and local officials: sexual harassment training and education: anti-hate speech training.

Introduced: 01/12/2026

Last Amended: 05/22/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training, as described.

AB 1599 (Ahrens, D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 01/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

AB 1608 (Wilson, D) Office of the Inspector General, High-Speed Rail.

Introduced: 01/20/2026

Last Amended: 03/10/2026

Status: 05/27/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 05/13/2026 - Senate Transportation

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified.

AB 1729 (Lee, D) State employment: telework programs.

Introduced: 02/05/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law requires every state agency to develop and implement a telecommuting plan as part of its telecommuting program in work areas where telecommuting is identified as being both practical and beneficial to the organization. Existing law requires the Department of General Services to establish a unit for purposes of overseeing telecommuting programs that is required to, among other things, develop and update policy, procedures, and guidelines to assist agencies in the planning and implementation of telecommuting programs. Existing law requires the department to establish criteria for evaluating the state's telecommuting program. Existing law defines "telecommuting" for purposes of those provisions. This bill would revise and recast those provisions. The bill would replace the term "telecommuting" with "telework," as defined. The bill would also require the Department of General Services to establish a telework dashboard that displays the cost-effectiveness and efficiency benefits of state telework programs.

AB 1736 (Pellerin, D) Political Reform Act of 1974: lobbyist employers: fictitious appearances.

Introduced: 02/05/2026

Status: 05/06/2026 - Referred to Com. on E. & C.A.

Calendar: 06/09/26 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - State Capitol, Room 113 WIENER, SCOTT, Chair

Location: 05/06/2026 - Senate Elections and Constitutional Amendments

Summary: The Political Reform Act of 1974 prohibits a lobbyist or lobbying firm from attempting to create a fictitious appearance of public favor or disfavor of any proposed legislative or administrative action or to cause any communication to be sent to any elected state officer, legislative official, agency official, or state candidate in the name of any fictitious person or in the name of any real person, except with the consent of the real person. The act defines "lobbyist employer" as any person, other than a lobbying firm, who employs one or more lobbyists or contracts for the services of a lobbying firm, as specified. This bill would extend the above prohibition to lobbyist employers.

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.

Introduced: 02/10/2026

Last Amended: 03/12/2026

Status: 05/20/2026 - Referred to Com. on L. GOV.

Location: 05/20/2026 - Senate Local Government

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of \$500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040.

AB 1802 (Stefani, D) Land use: mitigation lands.

Introduced: 02/10/2026

Status: 05/22/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/22/2026 - Senate Rules

Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Current law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Current law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Current law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely.

AB 1803 (Lowenthal, D) Employment: sexual harassment training and education: anti-hate speech training.

Introduced: 02/10/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on L., P.E. & R. and JUD.

Calendar: 06/10/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/13/2026 - Senate Labor, Public Employment and Retirement

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1837 (González, Mark, D) Video imaging of parking violations.

Introduced: 02/11/2026

Last Amended: 04/23/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce.

AB 1838 (Berman, D) Public contracts: local agencies: responsive bidders.

Introduced: 02/11/2026

Last Amended: 04/06/2026

Status: 05/06/2026 - Referred to Coms. on L. GOV. and L., P.E. & R.

Calendar: 06/10/26 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 112 DURAZO, MARÍA ELENA, Chair

Location: 05/06/2026 - Senate Local Government

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology to make inferences about a worker for firing, deactivation, or disciplinary purposes. The bill would, with certain exceptions, also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status.

AB 1919 (Pellerin, D) Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.

Introduced: 02/12/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Current law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions.

AB 1942 (Bauer-Kahan), which pertained to electric bicycle registration and special license plates, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 1944 (Lee, D) Zero-emission transit buses: axle weight.

Introduced: 02/13/2026

Status: 05/06/2026 - Referred to Com. on TRANS.

Calendar: 06/09/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/06/2026 - Senate Transportation

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Current law requires each state agency, each year, to make a review of all proprietary state lands over which it has jurisdiction to determine what land is in excess of its foreseeable needs and report thereon to the Department of General Services, including, among other things, land that is not currently being utilized, or is currently being underutilized, by the state agency for any ongoing state program. This bill would specifically require the Department of Transportation to submit the report described above. The bill would require the report to include the market value of the properties reviewed by the agency. The bill would require the report to include land that is not currently being utilized, is currently being underutilized, or is not being used by a state agency, regardless of whether the agency is currently prepared to dispose of the land by sale or otherwise.

AB 1961 (Ahrens, D) Civil actions: protective orders: workplace violence.

Introduced: 02/13/2026

Last Amended: 04/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law authorizes an employer or collective bargaining representative of an employee who has suffered harassment, unlawful violence, or a credible threat of violence from any individual, to seek a workplace violence restraining order on behalf of the employee and, at the discretion of the court, any number of other employees at the workplace or at other workplaces of the employer. Existing law authorizes one or more representative parties to bring suit for the benefit of a class of parties if the question is one of a common or general interest, of many persons, or when the parties are numerous, and it is impracticable to bring them all before the court. This bill would authorize an employer to seek a workplace violence restraining order on behalf of all employees at the employer's workplace or a location at which a group of employees perform their primary job duties if harassment, unlawful violence or a credible threat of violence is directed at that workplace or location.

AB 1976 (Wicks, D) Streets and highways: pedestrian and bicycle facilities.

Introduced: 02/13/2026

Last Amended: 05/21/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Would prohibit a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project if that project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan, as specified. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes at least one specified finding at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic-calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic-calming measure, as specified. To the extent that the bill increases the duties of local officials, the bill would impose a state-mandated local program.

AB 2002 (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided.

AB 2015 (Wicks, D) Department of Transportation: third-party navigation applications: study and report.

Introduced: 02/17/2026

Last Amended: 04/14/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032.

AB 2024 (Nguyen, D) Outdoor advertising displays: permits: landscaped freeways: relocation agreements.

Introduced: 02/17/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Outdoor Advertising Act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act prohibits the Department of Transportation from denying or delaying the acceptance of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the section of highway is open to the use of the public for vehicular travel within 1,000 feet of the location specified in the permit application. This bill would also prohibit the department from denying or delaying the review, processing, or determination of a permit application described above.

AB 2033 (Papan, D) Local Agency Public Construction Act: job order contracting: cities.

Introduced: 02/17/2026

Last Amended: 05/22/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law, the Local Agency Public Construction Act, sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize a city to use job order contracting as a procurement method. The bill would impose a \$3,000,000 cap on awards under a single job order contract and a \$750,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization.

AB 2051 (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature.

AB 2059 (Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 05/27/2026 - Referred to Com. on E.Q.

Location: 05/27/2026 - Senate Environmental Quality

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

AB 2066 (Rodriguez, Celeste, D) Triggering event: pregnancy.

Introduced: 02/18/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law provides for the regulation of disability insurers by the Department of Insurance. Existing law requires a health care service plan or disability insurer to allow an individual to enroll in or change their health benefit plan as a result of a specified triggering event. This bill would make pregnancy a triggering event for purposes of enrollment or changing a health benefit plan. Because a willful violation of this provision by a health care service plan would be a crime, the bill would impose a state-mandated local program.

AB 2069 (Krell), which pertained to sales and use tax law for fairgrounds, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Introduced: 02/18/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation.

AB 2168 (Wicks, D) Active Transportation Program: guidelines.

Introduced: 02/18/2026

Last Amended: 05/18/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

AB 2184 (Wilson), which pertained to funding under the Cap-and-Invest Program, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2263 (Kalra, D) Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.

Introduced: 02/19/2026

Last Amended: 05/04/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

Summary: Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified.

AB 2272 (Caloza, D) State contracting: subcontractors: prompt payment.

Introduced: 02/19/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - Referred to Com. on G.O.

Location: 05/27/2026 - Senate Governmental Organization

Summary: The California Prompt Payment Act requires a state agency that acquires property or services pursuant to a contract with a business to make payment to the person or business on the date required by the contract and as specified, or be subject to a late payment penalty. Existing law requires state agencies to encourage claimants to promptly pay their subcontractors and suppliers, especially those that are small businesses. This bill would authorize a subcontractor or supplier performing work under a state contract to request payment status information from the awarding state agency regarding invoices submitted by the prime contractor, and would require a prime contractor to provide confirmation to the awarding agency, upon the agency's request, regarding payments made to subcontractors.

AB 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program: Western Riverside Council of Governments.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

Summary: Would, until January 1, 2032, authorize the Western Riverside Council of Governments, in required coordination with the Department of Transportation, to establish and administer a traffic signal synchronization pilot program for its member local agencies to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the Western Riverside Council of Governments, in coordination with the department, to evaluate the effectiveness of the pilot program, including assessing its impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions and to submit, on or before January 1, 2028, a specified report to the Legislature relating to the pilot program. This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments.

AB 2346 (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale.

AB 2360 (Arambula, D) State agencies: governmental linguistics.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires each department, commission, office, or other administrative agency of state government to write each document, as defined, that it produces in plain, straightforward language, avoiding technical terms as much as possible, and using a coherent and easily readable style. This bill would instead require each state agency, as described above, to write each document it produces after January 1, 2027, either digitally or in print, in plain language, as specified, and would define "plain language" for purposes of that provision. The bill would authorize a state agency, as described above, to use standards created by the Office of Data and Innovation that identify how a state agency incorporates plain language principles and practices.

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol.

AB 2409 (Valencia, D) Digital assets: meme coins.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Existing law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer and specified public employees, as those terms are defined, from issuing a meme coin. The bill would define "public officer" for purposes of these provisions to include a state or local elected or appointed officer, including a Member of the Legislature, or an elected or appointed member of a governmental board, commission, committee, or other body, including a governmental body that has only advisory powers. The bill would define "public employee" for these purposes to mean an employee of a state or a local government entity who has decision-making authority over bids and contracts for that entity.

AB 2411 (McKinnor, D) California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission.

AB 2412 (Ta, R) State agencies or departments: public communications.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on G.O. and P., D.T., & C.P.

Calendar: 06/09/26 S-GOVERNMENTAL ORGANIZATION 9 a.m. - 1021 O Street, Room 1200 RUBIO, SUSAN, Chair

Location: 05/13/2026 - Senate Governmental Organization

Summary: Existing law requires a state agency or department that utilizes generative artificial intelligence (GenAI) to directly communicate with a person regarding government services and benefits to ensure that those communications include a disclaimer that indicates to the person that the communication was generated by GenAI, as specified, and information describing how a person may contact a human employee of the state agency or department. This bill would instead require that disclaimer when a state agency or department communicates with the public, as specified.

AB 2413 (Ransom, D) Large-format public advertisements: public expense.

Introduced: 02/20/2026

Last Amended: 04/08/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines "mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define "large-format public advertisement" as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size.

AB 2484 (Alvarez, D) San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative.

AB 2505 (Carrillo, D) Electrical corporations: hydrogen refueling stations.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided.

AB 2512 (Valencia, D) Surplus Land Act: exemption: Angel Stadium.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 05/27/2026 - Referred to Com. on L. GOV.

Location: 05/27/2026 - Senate Local Government

Summary: Existing law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law establishes procedures for the disposal of surplus land, as provided. These procedures do not apply to the disposal of exempt surplus land. Existing law establishes various categories of exempt surplus land, as provided. This bill would require, if an exemption is granted to the City of Anaheim for the disposition of surplus land involving the sale or lease of Angel Stadium to the Los Angeles Angels, that any materials refer to that team as the Anaheim Angels. The bill would express the intent of the Legislature not to apply this requirement if the City of Anaheim is able to come to an agreement with the Major League Baseball team known as the Los Angeles Angels about their affiliation.

AB 2513 (Petrie-Norris, D) Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided. Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire-adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives. Existing law authorizes the department, department to, until July 1, 2025, to authorize advance payments of grants awarded pursuant to the program. This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies.

AB 2543 (Ransom, D) Emergency preparedness: direct-current fast-charging station sites.

Introduced: 02/20/2026 (Spot bill)

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law establishes various duties and responsibilities of the State Energy Resources Conservation and Development Commission (Energy Commission) relating to energy usage in the state, including to carry out research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance, as provided. Existing law, the California Emergency Services Act, generally prescribes duties with regard to various types of emergencies and disasters, including requiring the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency in this state. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before July 1, 2027, the Office of Emergency Services, in consultation with the Energy Commission and the Office of Energy Infrastructure Safety, to (1) identify and evaluate emergency types during which operators of direct-current fast-charging station sites should be required to maintain operations, (2) identify direct-current fast-charging station sites that are important to maintain during each emergency type based on specified factors, and (3) develop recommendations on how long energy should be maintained during each emergency type and on requirements for station operators to ensure operability of identified station sites during each emergency type, as provided.

AB 2552 (Avila Farias), which pertained to the Transit-Oriented Development Implementation Fund, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Location: 05/13/2026 - Senate Housing

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.

AB 2595 (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 05/20/2026 - Referred to Com. on TRANS.

Location: 05/20/2026 - Senate Transportation

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified.

AB 2656 (Petrie-Norris, D) Public employees: notice: artificial intelligence performing service within scope of work.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, implement, or utilize GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.

AB 2717 (Caloza, D) Outdoor advertising displays: arenas: exemptions.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the arena has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided. This bill would instead require, for purposes of the exemption, the arena to have been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would also limit the exemption to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified.

AB 2788 (Committee on Transportation) Transportation: omnibus bill.

Introduced: 03/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law makes it a crime for a person to pilot a vessel through the Golden Gate and into or out of a harbor in the Bays of San Francisco, San Pablo, and Suisun, unless the person has a license as a pilot, as provided. Existing law defines "Bays of San Francisco, San Pablo, and Suisun" as all the waters of the Bay of San Francisco, Bay of San Pablo, and Bay of Suisun, and of the tributaries, ports, and harbors of those bays, including the water areas from the south end of San Francisco Bay and from the Ports of Sacramento and Stockton to the Golden Gate Bridge. Existing law requires a pilot that provides pilotage service in the Bays of San Francisco, San Pablo, and Suisun to be insured, as provided, and requires a vessel, owner, operator, or demise or bareboat charterer hiring the pilot to either defend, indemnify, and hold harmless the pilot or provide trip insurance, as provided. This bill would clarify that the Bays of San Francisco, San Pablo, and Suisun includes the Ports of Sacramento and Stockton.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/26/2026

Status: 05/26/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on ED.

Calendar: 06/03/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/20/2026 - Senate Education

Summary: The California Constitution, pursuant to provisions enacted by the Proposition 209, an initiative measure adopted by the voters at the November 5, 1996, statewide general election, prohibits the state from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting, as specified. This measure would, instead, limit the above prohibition to the operation of public employment, higher education admissions and enrollment, and public contracting. The measure would require that it appear on the ballot at the November 7, 2028, statewide general election.

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Introduced: 03/26/2025

Status: 03/27/2025 - From printer. May be heard in committee April 26.

Location: 03/26/2025 - Assembly PRINT

Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

ACA 13 (DeMaio, R) Public finance: Balanced Budget Accountability Act of 2025.

Introduced: 04/22/2025

Status: 04/23/2025 - From printer. May be heard in committee May 23.

Location: 04/22/2025 - Assembly PRINT

Summary: The California Constitution generally requires appropriations from the General Fund to be enacted in a bill passed by a 2/3 vote in each house of the Legislature. Notwithstanding that requirement, the California Constitution authorizes the budget bill, other bills providing for appropriations related to the budget bill, and bills that make General Fund appropriations for the public schools, to be passed by a majority vote. This measure would repeal the exceptions to the requirement that a bill making General Fund appropriations must be passed by a 2/3 vote, thereby requiring any bill that makes General Fund appropriations to be passed by a 2/3 vote.

ACA 16 (Ellis, R) Budget bill: balanced budget: Members of the Legislature: salaries.

Introduced: 01/07/2026

Status: 01/08/2026 - From printer. May be heard in committee February 7.

Location: 01/07/2026 - Assembly PRINT

Summary: The Constitution requires the Legislature to include that revenue estimate in the budget bill. The Constitution also requires the Legislature to pass a budget bill by midnight on June 15 of each year. If that deadline is not met, the Members of the Legislature forfeit any salary or reimbursement for travel or living expenses from midnight on June 15 until the day that the budget bill is presented to the Governor. This measure would authorize the Controller, no later than 30 days after the date of the budget bill's passage, to determine that the budget bill violates the balanced budget provision. If the Controller makes that determination, the Members of the Legislature and the Governor would forfeit their salary and reimbursement for travel or living expenses from the day immediately following the date on which the Controller makes the determination until the date on which a budget bill is enacted.

SB 74 (Sevarto, R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

SB 239 (Arreguín, D) Crimes: criminal threats.

Introduced: 01/30/2025

Last Amended: 05/28/2026

Status: 06/01/2026 - Re-referred to Com. on PUB. S. pursuant to Assembly Rule 96.

Location: 06/01/2026 - Assembly Public Safety

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a county or city elections official, or a local agency official, as specified.

SB 431 (Arreguín, D) Assault and battery: utility workers.

Introduced: 02/18/2025

Last Amended: 07/03/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/16/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would make an assault or battery committed against a utility worker, as defined, who is engaged in the performance of their duties punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of these crimes, this bill would impose a state-mandated local program.

SB 445 (Wiener, D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 02/18/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.

SB 508 (Valladares, R) California Environmental Quality Act: transportation impact mitigation.

Introduced: 02/19/2025

Last Amended: 09/09/2025

Status: 09/09/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on B. & P.

Location: 09/09/2025 - Assembly Business and Professions

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law authorizes the deposit of those contributions into the fund beginning on or before July 1, 2026, as determined by the Department of Housing and Community Development, and makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would require a contribution to the fund to be deemed full and complete mitigation for that portion of the project's significant transportation impact mitigated by the contribution to the fund and a legally sufficient mitigation measure under CEQA. The bill would authorize the deposit of those contributions into the fund beginning on the date of the issuance of the initial guidance by the office.

SB 526 (Menjivar, D) South Coast Air Quality Management District: air quality.

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: Current law provides for the creation of the South Coast Air Quality Management District (south coast district) in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. The south coast district has adopted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin, which includes specified air quality attainment rules, including Rule 1157 (PM10 Emission Reductions from Aggregate and Related Operations) (Rule 1157). Rule 1157 establishes performance standards and specifies operational PM10 controls for aggregate and cement operations in order to minimize particulate emissions. This bill would require the south coast district board to update Rule 1157 to improve air quality and increase data collection. The bill would require the owner or operator of a covered facility, as defined, on or before January 1, 2027, to take specified actions, including maintaining fencing around the entire property fenceline that is a specified height and maintaining open storage piles no taller than 8 feet high, as provided, if the covered facility is within 500 feet of a sensitive receptor. The bill would define a sensitive receptor to mean a residence, school, park, or hospital, among other, similar facilities. The bill would require, on and after July 1, 2027, (1) the owner or operator of a covered facility with a demonstrated history of PM10 emissions at or above the threshold limit set by the south coast district and whose property line is within 500 feet of a sensitive receptor to fully enclose the existing open storage piles and (2) the south coast district to inspect the covered facility monthly until PM10 emissions remain below threshold limits for 3 consecutive months. By imposing additional duties on a local entity, the bill would impose a state-mandated local program

SB 545 (Cortese, D) High-speed rail: economic opportunities.

Introduced: 02/20/2025

Last Amended: 06/27/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)

Location: 09/10/2025 - Assembly 2 YEAR

Summary: The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district

SB 563 (Valladares, R) State parks: Off-highway Motor Vehicle Recreation: grants: eligible applicants.

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 creates the Division of Off-Highway Motor Vehicle Recreation and requires the division to develop and implement a grant and cooperative agreement program for specified purposes, including to support the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with use of off-highway motor vehicles. Under current law, eligible grant and cooperative agreement applicants include, among others, cities, counties, districts, state agencies, agencies of the United States, and federally recognized and state-recognized Native American tribes, as specified. This bill would expand eligible grant and cooperative agreement applicants to include special districts that employ sworn personnel, as provided.

SB 569 (Blakespear, D) Department of Transportation: homeless encampments.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments.

SB 667 (Archuleta, D) Railroads: safety: wayside detectors.

Introduced: 02/20/2025

Last Amended: 01/22/2026

Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.

Calendar: 06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Location: 05/04/2026 - Assembly Utilities and Energy

Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track.

SB 677 (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

SB 741 (Blakespear, D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Introduced: 02/21/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Current law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided.

SB 769 (Caballero, D) The Golden State Infrastructure Corporation Act.

Introduced: 02/21/2025

Last Amended: 07/02/2025

Status: 09/04/2025 - Ordered to inactive file on request of Assembly Member Aguiar-Curry.

Location: 09/04/2025 - Assembly INACTIVE FILE

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Current law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank. This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided.

SB 772 (Cabaldon, D) Infill Infrastructure Grant Program of 2019: applications: eligibility.

Introduced: 02/21/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses.

SB 897 (Choi, R) Vehicles: abandoned vehicles.

Introduced: 01/16/2026

Status: 05/04/2026 - Referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill, notwithstanding these provisions, would authorize the City of Laguna Woods to use the amount of abandoned vehicle abatement funds received from the fee imposed by the service authority that formerly operated in the County of Orange, and the interest accrued thereon, for purposes of enforcing provisions of this code on public highways.

SB 922 (Laird, D) Vehicles: local agency charges: use of streets or highways.

Introduced: 01/28/2026

Last Amended: 03/11/2026

Status: 05/26/2026 - Referred to Com. on L. GOV.

Location: 05/26/2026 - Assembly Local Government

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above.

SB 935 (Choi, R) Local agency design-build projects: authorization.

Introduced: 01/29/2026

Status: 05/04/2026 - Referred to Com. on L. GOV.

Calendar: 06/03/26 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 05/04/2026 - Assembly Local Government

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.

SB 947 (McNerney, D) Employment: automated decision systems.

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E., P. & C.P., and JUD.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker's own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill.

SB 951 (Reyes, D) Employment: technological displacement: notice.

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E. and P. & C.P.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner (commissioner), within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. This bill would establish the California Worker Technological Displacement Act, which would require an employer, as defined, to provide at least a 60-day advanced written notice, as described, before any technological displacement affecting 25 or more workers during any 30-day period. The bill would require an employer to provide that notice to affected workers, the EDD, and specified local entities. The bill would also require an employer to provide a written technology hiring disruption notice to the EDD when it executes a technological cessation in hiring caused in whole by the adoption of artificial intelligence (AI) or other automating technology.

SB 994 (Cabaldon, D) Local agencies: nondisclosure agreements.

Introduced: 02/05/2026

Last Amended: 04/23/2026

Status: 05/26/2026 - Referred to Coms. on JUD. and L. GOV.

Calendar: 06/09/26 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 05/26/2026 - Assembly Judiciary

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.

SB 1013 (Cervantes, D) Automated license plate recognition systems.

Introduced: 02/10/2026 (Spot bill)

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 05/26/2026 - Assembly Transportation

Summary: Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that "public agency" does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency's collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency.

SB 1035 (Strickland), which pertained to suspension of the motor vehicle fuel tax, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1046 (Blakespear, D) Occupational safety: transboundary pollution.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: The California Occupational Safety and Health Act of 1973 exists for the purpose of assuring safe and healthful working conditions for all California workers by authorizing the enforcement of effective standards, assisting and encouraging employers to maintain safe and healthful working conditions, and providing for research, information, education, training, and enforcement in the field of occupational safety and health. Existing law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations for the adoption of occupational safety and health standards and establishes the Division of Occupational Safety and Health in that department for the enforcement of those occupational safety and health standards, as prescribed. This bill would require the division, on or before January 1, 2030, to propose to the board for its review and adoption, a standard that protects the health and safety of employees who risk high or prolonged exposure to transboundary pollution, as defined, in outdoor occupational environments, as specified. The bill would require the board to consider identifying an exposure threshold for hydrogen sulfide at which acute or chronic health effects occur to reference in the standards and may consider exposure thresholds for other relevant pollutants.

SB 1054 (Cabaldon, D) Unemployment insurance: reporting requirements.

Introduced: 02/12/2026

Last Amended: 03/26/2026

Status: 05/26/2026 - Referred to Coms. on INS. and L. & E.

Location: 05/26/2026 - Assembly Insurance

Summary: Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law requires an employer, as defined, to make contributions for unemployment insurance premiums and to file specified reports with the Director of Employment Development, including, among other reports, a report of contributions, a quarterly return, and a report of wages paid, as specified. This bill would require the Employment Development Department to work with employers to enhance the reporting of employment and earning data, as specified, and, where feasible, to align and streamline definitions and requirements for the quarterly report of wages, deploy user-friendly application programming interfaces, and implement other means to simplify reporting processes. The bill would require, beginning July 1, 2027, every employer with 10 or more employees and every individual or organization that, as an agent, reports wages on a total of 10 or more employees, as specified, to include in the report of wages, information on total monthly wage, industry, occupation, worker type, and hours worked for each employee, as provided. This bill would require the department, on or before July 1, 2027, to adopt and develop appropriate procedures for the sharing of hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, and to enable access to relevant wage data, as specified. The bill would require the department to work with the California Statewide Automated Welfare System (CalSAWS) to develop and implement the necessary system changes to implement the data sharing process to verify hours worked for those public benefits.

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

SB 1123 (Wiener, D) Administrative Procedure Act: major regulations.

Introduced: 02/17/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 26. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

Summary: The Administrative Procedure Act requires a state agency proposing to adopt, amend, or repeal an administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and avoid the imposition of unnecessary or unreasonable regulations or reporting, recordkeeping, or compliance requirements. The act requires a state agency proposing to adopt, amend, or repeal a major regulation to satisfy additional requirements, including by requiring the state agency to prepare a standardized regulatory impact analysis in the manner prescribed by the Department of Finance, as specified, and requires the analysis to address certain items, including the creation or elimination of jobs within the state and the competitive advantages or disadvantages for businesses currently doing business within the state. This bill would require an agency, in estimating the economic impact of adopting, amending, or repealing a regulation, to identify and calculate any offsetting benefits, impacts, or savings that might result directly or indirectly from that adoption, amendment, or repeal and factor those benefits, impacts, or savings into its economic impact estimate.

SB 1149 (Durazo, D) Employees: bereavement leave.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.

SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/18/2026 - Referred to Coms. on P. & C.P. and JUD.

Location: 05/18/2026 - Assembly Privacy and Consumer Protection

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions.

SB 1167 (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code.

SB 1172 (Hurtado, D) Bradley-Burns Uniform Local Sales and Use Tax Law: tax sharing agreements.

Introduced: 02/18/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Coms. on L. GOV. and REV. & TAX.

Location: 06/01/2026 - Assembly Local Government

Summary: Existing law prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose when the agreement results in a reduction in the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency. Existing law also requires a local agency entering into an agreement that results in a reduction of the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency to take certain actions with respect to that agreement, including posting the proposed agreement on its internet website for at least 30 days prior to ratification or approval of that agreement by its governing body. This bill would prohibit a person from paying compensation to a consultant with respect to a specific tax sharing agreement, as defined, that exceeds the lower of 5% of the total tax revenues shared pursuant to the tax sharing agreement and \$250,000. The bill would define a tax sharing agreement for this purpose to mean any agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose.

SB 1174 (Valladares, R) Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.

Introduced: 02/18/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and JUD.

Location: 06/01/2026 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor with an employee stock ownership plan (ESOP) that bids on a state-funded construction contract, as specified. The bill would make it unlawful for a person or contractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person or contractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.

SB 1175 (Rubio, D) Lobbyist registration and termination.

Introduced: 02/18/2026

Last Amended: 03/24/2026

Status: 05/18/2026 - Referred to Com. on ELECTIONS.

Location: 05/18/2026 - Assembly Elections

Summary: The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

SB 1177 (Cortese, D) High-Speed Rail Authority: project update report.

Introduced: 02/18/2026

Status: 05/26/2026 - Referred to Com. on TRANS.

Location: 05/26/2026 - Assembly Transportation

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.

SB 1187 (Durazo, D) Open meetings: majority.

Introduced: 02/19/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

SB 1205 (Valladares, R) Public contracts: retention: architecture or engineering services.

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 06/01/2026 - Referred to Com. on G.O.

Calendar: 06/10/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

Location: 06/01/2026 - Assembly Governmental Organization

Summary: Existing law imposes various requirements regarding the formation, content, and enforcement of public works contracts. Existing law generally requires that retention proceeds withheld from payment by a public entity be released within 60 days after the date of completion of the work of improvement, except as specified in case of a dispute. Existing law limits the allowable amount of retention proceeds withheld in a contract between a public entity and the original contractor, a contract between the original contractor and a subcontractor, and a contract between subcontractors, as specified. Existing law defines "public entity" differently for these various purposes. This bill would prohibit any retention payments from exceeding 5% of the payment for contracts under design-bid-build, and amendments thereto, entered into on or after January 1, 2027, directly between a public entity and an individual or legal entity permitted by law to practice the profession of architecture or engineering.

SB 1213 (Reyes, D) Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and NAT. RES.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission. The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data as specified.

SB 1228 (Rubio, D) Advertising displays: exemptions: redevelopment agency projects.

Introduced: 02/19/2026

Last Amended: 03/25/2026

Status: 05/26/2026 - Referred to Com. on G.O.

Location: 05/26/2026 - Assembly Governmental Organization

Summary: The Outdoor Advertising Act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, a city, county, or city and county's land use or zoning ordinance, and a local governmental entity's relocation agreement, as those are described above.

SB 1241 (Smallwood-Cuevas), which pertained to job site notices, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1250 (Cortese, D) State highway system: wildlife connectivity.

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and W., P., & W.

Location: 05/26/2026 - Assembly Transportation

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings on the state highway system.

SB 1256 (Jones, R) Subdivision Map Act: action or proceeding.

Introduced: 02/19/2026

Last Amended: 04/30/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained, if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims or issues to claims or issues raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA. The bill would provide that its provisions do not prohibit the filing of timely objections to an agency's return to a writ seeking to enforce its specific mandates or timely filing of a separate action relating to the same project, as specified.

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2026 - Assembly DESK

Summary: The Safe Neighborhoods and Schools Act, enacted by Proposition 47, as approved by the voters at the November 4, 2014, statewide general election, requires the theft of property that does not exceed \$950 to be punished as a misdemeanor, except as specified. Proposition 47 authorizes amendment of its provisions by a 2/3 vote of the Members of each house of the Legislature so long as the amendments are consistent with and further the intent of the act. Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than \$950. This bill would amend Proposition 47 to require, for the purposes of this provision, value to be calculated as the full cost to the victim to repair and replace the stolen materials, including labor and equipment, rather than the fair market scrap value.

SB 1275 (McNerney), which pertained to sales and use tax exemptions for used motor vehicles, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1287 (Hurtado), which pertained to credits for railroad expenditures, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1292 (Richardson, D) Enhanced curb management system.

Introduced: 02/20/2026

Last Amended: 04/22/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution.

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website.

SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.

Introduced: 02/20/2026

Last Amended: 03/23/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.

Introduced: 02/20/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register. (Based on 02/20/2026 text)

SB 1337 (Richardson, D) Interagency Working Group on Transportation Fuels Transition Strategy.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 06/01/2026 - Referred to Com. on U. & E.

Calendar: 06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Location: 06/01/2026 - Assembly Utilities and Energy

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided.

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 06/01/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Calendar: 06/10/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 447 HANEY, MATT, Chair

Location: 06/01/2026 - Assembly Housing and Community Development

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.

SB 1375 (Cortese, D) California Environmental Quality Act: exemption: urban intermodal rail station project.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program.

SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law requires the Department of Transportation, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require, on or before April 1 of each year, the department, to the extent feasible, to notify an affected local official of the department's proposed schedule for opening a mountain pass, as defined. The bill would require the department to develop a public outreach plan to inform the public about the closing and opening of a mountain pass, as specified.

SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.

Introduced: 02/20/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

SB 1408 (Arreguin, D) Contra Costa Transportation Authority: transactions and use tax.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

SB 1411 (Stern), which pertained to the High-Speed Rail Authority, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1423 (Stern, D) Active Transportation Program: report.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032.

SB 1424 (Archuleta, D) Sales and use taxes: zero-emission vehicle fueling.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Com. on REV. & TAX.

Location: 06/01/2026 - Assembly Revenue and Taxation

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. Existing law prohibits an exemption under that provision unless the purchaser furnishes the retailer with an exemption certificate, completed in accordance with any instructions or regulations as the department may prescribe, and the retailer retains the exemption certificate in its records and furnishes it to the department upon request. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used exclusively in the processing, altering, or other preparation required for converting or conditioning hydrogen or electricity for the fueling of a zero-emission vehicle, as specified. The bill would also exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased by a contractor for use in the performance of a construction contract for a qualified person who will use that property as an integral part of an activity listed above, as specified. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1425 (Cortese, D) High-Speed Rail Authority: property: right-of-way.

Introduced: 02/20/2026

Last Amended: 05/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 05/18/2026 - From committee: Be adopted. Ordered to third reading. (Ayes 6. Noes 0.) (May 18).

Calendar: 06/04/26 #18 A-THIRD READING FILE - SENATE BILLS

Location: 05/18/2026 - Assembly THIRD READING

Summary: Would recognize May 2026 as California Rail Month. (Based on 03/12/2026 text)

SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.

Introduced: 01/08/2026

Last Amended: 05/14/2026

Status: 05/14/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

SCR 124 (Wiener, D) Transportation access: persons with epilepsy.

Introduced: 02/12/2026

Last Amended: 03/02/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

Summary: Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.



June 18, 2026

To: Legislative Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Federal Legislative Status Report

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal surface transportation reauthorization efforts, including the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act and the House Transportation and Infrastructure Committee's proposal to reauthorize federal surface transportation programs following the expiration of the Infrastructure Investment and Jobs Act. The report also provides an overview of the fiscal year 2027 Transportation, Housing and Urban Development and ongoing efforts to address the distribution of Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding within the Southern California Association of Governments' region.

Recommendation

Receive and file as an information item.

Discussion

Building Unrivaled Infrastructure and Long-term Development for America's 250th Act

On May 21, 2026, the House Transportation and Infrastructure Committee approved the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act (BUILD America 250 Act) by a bipartisan vote of 62-2. The legislation would reauthorize federal surface transportation programs for five years beginning in federal fiscal year (FY) 2027 upon the expiration of the Infrastructure Investment and Jobs Act (IIJA), on September 30, 2026.

The BUILD America 250 Act authorizes approximately \$581 billion in transportation funding over five years, including \$474.4 billion in Highway Trust Fund contract authority. While the bill increases Highway Trust Fund funding levels compared to the IIJA baseline, it does not continue the advance appropriations structure established under the IIJA. As a result, several transit, rail, and discretionary grant programs would no longer receive guaranteed funding and instead would be subject to future annual appropriations.

The legislation places an emphasis on formula funding and project delivery reforms, while restructuring or consolidating several discretionary grant programs. Notable provisions include creation of a new Surface Transportation Accelerator Grant Program, consolidation of several passenger rail grant programs into a new National Intercity Passenger Rail Partnership Program, reauthorization of the Corridor Identification and Development Program, expansion of project delivery and permitting flexibilities, and establishment of a new International Games Grant Program to support transportation improvements associated with major international sporting events, including the 2028 Olympic and Paralympic Games and Fédération Internationale de Football Association World Cup events.

The bill also includes several provisions of interest to the Orange County Transportation Authority (OCTA) and other metropolitan planning organizations (MPO), including an optional process allowing MPOs to become direct recipients of certain federal highway funding programs, modifications to transit oversight and security requirements, and expanded eligibility for resilience projects. The legislation additionally proposes annual registration fees on electric and plug-in hybrid vehicles intended to generate additional Highway Trust Fund revenue.

Consistent with the OCTA Board of Directors-adopted federal reauthorization principles supporting formula funding and local decision-making authority, OCTA staff and regional transportation partners continue to pursue legislative solutions related to the distribution of Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding within the Southern California Association of Governments' (SCAG) region. For more than three decades, STBG and CMAQ funds were distributed to county transportation commissions based on population, allowing local agencies to select and deliver transportation projects responsive to local needs. In 2021, a Federal Highway Administration corrective action required changes to this longstanding process and effectively centralized project selection authority at the regional level. OCTA and regional partners continue to seek language to restore previous formula distribution to county transportation agencies while preserving SCAG's responsibility for approval of the regional transportation improvement program.

As part of these efforts, Representative Julia Brownley (D-CA) offered amendments during House Transportation and Infrastructure (T&I) Committee consideration of the BUILD America 250 Act to address the STBG/CMAQ

funding allocation issue. One amendment would have restored the prior funding allocation structure utilized within the SCAG region, while a second amendment would have prohibited implementation of the federal regulatory provision that served as the basis for the Federal Highway Administration's 2021 corrective action. Although neither amendment was included in the House T&I Committee-approved legislation, outreach continues with congressional offices regarding potential amendments and other legislative opportunities as the reauthorization process advances. Stakeholders are also pursuing a parallel strategy through the FY 2027 Transportation, Housing and Urban Development (THUD) appropriations process.

The House Transportation and Infrastructure bill represents the first major step in the federal surface transportation reauthorization process. The Senate has not yet released reauthorization legislation and is expected to develop its own proposal. Significant revisions remain possible as Congress continues consideration of surface transportation reauthorization legislation.

House FY 2027 Transportation, Housing, and Urban Development Appropriations' Proposal

On May 21, 2026, the House Appropriations Subcommittee on THUD and related agencies approved its FY 2027 appropriations bill by a vote of 9-7. The full House Appropriations Committee subsequently approved the legislation on June 3, 2026, by a vote of 34-27. The bill represents the House's initial transportation funding proposal for FY 2027 and establishes priorities that will continue to evolve as the congressional appropriations process advances.

The bill provides approximately \$111.6 billion in total transportation funding, including \$28.3 billion in discretionary funding for the U.S. Department of Transportation and \$83.3 billion in obligation limitations for Highway Trust Fund-supported programs. The discretionary funding level is approximately \$1.2 billion above the FY 2026 enacted level and relies on approximately \$7.9 billion in unobligated IIJA balances to support FY 2027 spending. The proposal generally does not continue transportation funding at the enhanced levels provided through the IIJA.

For public transportation programs, the bill provides approximately \$16.5 billion for the Federal Transit Administration, approximately \$201 million below the FY 2026 enacted level. This funding includes \$14.6 billion in transit programs funded through the Highway Trust Fund Mass Transit Account, \$737 million for Capital Investment Grants, and \$973 million for the Transit Infrastructure Grants (TIG) Program. The TIG Program includes \$875 million for public transportation assistance associated with the 2028 Olympic and Paralympic Games, funded from repurposed IIJA advance appropriations previously associated with the Federal-State Partnership for Intercity Passenger Rail Program. This funding is to be distributed through direct grants or cooperative agreements to eligible entities serving 2028 Olympic and Paralympic Games venues. The TIG Program

also includes \$10 million for bus driver safety and security initiatives and \$87 million in Community Project Funding for transit infrastructure projects.

For rail programs, the bill provides approximately \$3 billion for the Federal Railroad Administration, more than \$1 billion above the FY 2026 enacted level. This funding includes \$523 million for the Consolidated Rail Infrastructure and Safety Improvements Program, \$100 million for the Railroad Crossing Elimination Program, and approximately \$2.1 billion for Amtrak, including funding for both the northeast corridor and national network.

Staff will continue to monitor the appropriations process and provide updates as additional congressional action occurs.

Summary

Information is provided on House committee action related to the BUILD America 250 Act surface transportation reauthorization proposal and the fiscal year 2027 Transportation, Housing and Urban Development appropriations bill, including potential impacts on federal transportation funding programs and ongoing regional efforts related to Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding allocation requirements.

Attachment

A. Potomac Partners DC, Monthly Legislative Report – May 2026

Prepared by:

Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:

Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754



Monthly Legislative Report – May 2026

Advocacy Meetings

Office of Representative Mike Levin (D-CA) – We continued discussions with Congressman Levin's staff regarding both our Community Project Funding request for the Pacific Coast Highway (PCH) Bridge Replacement Project and broader Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor priorities. In addition, we discussed potential opportunities to advance coastal resiliency priorities through the upcoming Water Resources Development Act (WRDA), including provisions that could support long-term shoreline protection, emergency response authorities, and infrastructure resilience efforts benefiting the LOSSAN Rail Corridor. We also facilitated a meeting between Congressman Levin and the Mobility 21 delegation in Washington, D.C., to discuss key Southern California transportation priorities.

Office of Representative Julia Brownley (D-CA) – We continued discussions with Congresswoman Brownley's staff regarding the effort to restore local allocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds within the Southern California Association of Governments (SCAG) region through the BUILD America 250 surface transportation reauthorization bill. In addition to broader language restoring the previous funding allocation structure, the office advanced a targeted proposal aimed at prohibiting the Federal Highway Administration (FHWA) from implementing or enforcing the regulatory provision that served as the basis for the agency's 2021 corrective action. This approach would provide an additional pathway to restore local funding flexibility for county transportation commissions.

Office of Representative Young Kim (R-CA) – We followed up with Congressman Kim's staff regarding OCTA's Community Project funding request for improvements along State Route (SR-91) and discussed the status of the fiscal year (FY) 27 appropriations process. We also provided an update on the Southern California coalition's effort to restore local allocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds through the BUILD America 250 surface transportation reauthorization bill. Discussions focused on legislative options to restore local funding flexibility for county transportation commissions and ongoing efforts to advance both statutory and regulatory solutions as the reauthorization process moves forward.

Office of Representative Ken Calvert (R-CA) – We followed up with Congressman Calvert's staff regarding ongoing efforts to address the STBG and CMAQ suballocation issue affecting the Southern California Association of Governments (SCAG) region. Discussions focused on a potential parallel strategy through the FY27 Transportation, Housing and Urban Development (THUD) appropriations bill following Congresswoman Brownley's efforts to raise the issue during the House Transportation and Infrastructure Committee's BUILD America 250 markup.

Office of Representative David Min (D-CA) – We continued to follow up with Congressman Min's office regarding the progress of the FY27 THUD appropriations bill and the inclusion of the Irvine Metrolink Rehabilitation Project within the Community Project Funding process. We provided additional project details to assist the office in advocating for the request as the appropriations bill advances through committee consideration. We also updated the office on the Southern California coalition's ongoing effort to restore local allocation authority for STBG and CMAQ funds within the SCAG region through the BUILD America 250 surface transportation reauthorization bill.

Office of Representative Derek Tran (D-CA) – We facilitated a meeting between Congressman Tran's office and the Mobility 21 delegation to discuss key Southern California transportation priorities. We also updated the office on the Southern California coalition's ongoing effort to restore local allocation authority for STBG and CMAQ funds. Discussions focused on recent activity surrounding the BUILD America 250 surface transportation reauthorization bill and efforts to advance legislative solutions that would restore local funding flexibility for county transportation commissions.

Office of Representative Linda Sanchez (D-CA) – We continued to follow up with Congresswoman Sanchez's office regarding the Orange County Loop Segment A Community Project Funding request and efforts to position the project for inclusion in the FY27 appropriations process, and we provided additional project details and supporting information to assist the office in advocating for the request.

Office of Representative Lou Correa (D-CA) – We facilitated a meeting between Congressman Correa's office and the Mobility 21 delegation in Washington. We also updated the office on the ongoing effort to restore local allocation authority for STBG and CMAQ funds. Discussions focused on recent developments surrounding the BUILD America 250 surface transportation reauthorization bill and efforts to advance legislative solutions that would restore local funding flexibility for county transportation commissions and address the Federal Highway Administration's 2021 corrective action.

Office of Representative David Rouzer (R-NC) – We continued to follow up with Congressman Rouzer's staff regarding the timing and legislative path forward for the BUILD America 250 surface transportation reauthorization bill, including anticipated House floor consideration and potential opportunities for additional amendments as the process advances. We also discussed the Southern California coalition's effort to restore local allocation authority for STBG and CMAQ funds within the SCAG region. Discussions focused on both statutory and regulatory approaches to addressing the issue.

House Appropriations Majority Staff – We met with House Appropriations Committee staff to follow up on federal funding for transportation and mobility improvements associated with the 2028 Olympic and Paralympic Games, as well as the status of the FY27 THUD appropriations bill. Discussions focused on next steps as the bill advances through the appropriations process, including the potential for amendments ahead of full committee consideration.

Federal Highway Administration (FHWA) Policy Staff – We met with Federal Highway Administration (FHWA) staff to discuss the Administration's Freedom to Drive Initiative and potential opportunities for Orange County corridors to participate in future program activities. In addition, we helped facilitate a meeting between senior FHWA leadership and a regional Mobility 21 delegation to discuss broader Southern California transportation priorities

Federal Railroad Administration (FRA) Senior Policy Staff – We met with FRA senior policy advisor to continue discussion on issues surrounding the Los Angeles–San Diego–San Luis Obispo rail corridor (LOSSAN), and upcoming implementation considerations tied to major region events, to include LA28 transit readiness.

Surface Transportation Reauthorization Update

One of the most significant developments in Washington during May was the advancement of the BUILD America 250 Act (H.R. 8870), the House Transportation and Infrastructure Committee's bipartisan surface transportation reauthorization bill. Following an extensive 14-hour markup on May 21-22, the Committee approved the legislation with bipartisan support. The bill, led by Chairman Sam Graves (R-MO), Highways and Transit Subcommittee Chairman David Rouzer (R-NC), Railroads Subcommittee Chairman Daniel Webster (R-FL), and Committee Democrats to include primarily Ranking Member Rick Larsen (D-WA), would provide a predictable five-year federal investment in surface transportation infrastructure and serves as Congress' primary vehicle for reauthorizing federal highway, transit, rail, and safety programs.

Key provisions include record investment in bridge infrastructure, strengthened highway and transit formula programs, passenger rail improvements, enhanced rail safety provisions, project delivery streamlining reforms, expanded freight mobility initiatives, and the creation of the nation's first federal framework for autonomous commercial motor vehicles. The bill also includes a new revenue source for the Highway Trust Fund, a federal electric vehicle registration fee. This electric vehicle registration fee represents the first significant trust fund revenue enhancement in more than three decades.

Throughout the month, we continued working closely with numerous Southern California congressional offices and House Transportation and Infrastructure Committee staff regarding the region's priority request to restore local STBG and CMAQ suballocation authority to county transportation commissions within large metropolitan planning organizations, which was ultimately not included in the base bill. During the committee markup, Congresswoman Julia Brownley (D-CA) raised the issue directly through two amendments. Consistent with the strategy discussed with Committee leadership, both amendments were offered and subsequently withdrawn to allow additional negotiations with Committee staff and members prior to floor consideration. Importantly, the discussion established a formal record of the issue during committee proceedings and positioned the proposal for potential inclusion in a future amendment.

At present, House leadership has not yet scheduled floor consideration of the BUILD America 250 Act. Committee leadership continues to express a desire to bring the bill to the

House floor before the July 4 recess, although timing remains dependent upon several factors, including completion of the tax title being developed by the House Ways and Means Committee. The Ways and Means Committee is expected to consider its portion of the legislation during June. We anticipate June will be a particularly active month for the reauthorization effort as Committee leadership works to finalize outstanding issues, develop potential manager's amendments, and prepare the bill for floor action. We will continue engaging Southern California delegation offices, Committee leadership, and key staff to advance OCTA's priorities and seek opportunities to address the STBG/CMAQ suballocation issue as well as other opportunities as the legislative process moves forward.

While the House Transportation and Infrastructure Committee has moved aggressively to advance the BUILD America 250 Act, there has been relatively little public activity in the Senate regarding development of a comprehensive surface transportation reauthorization proposal. To date, neither the Senate Environment and Public Works (EPW) Committee, which has jurisdiction over highways, nor the Senate Commerce Committee, which oversees rail and safety programs, has released legislative text or advanced a detailed reauthorization framework. Likewise, the Senate Banking Committee, which has jurisdiction over public transportation programs, has shown limited activity on transit reauthorization and has yet to develop a meaningful transit title or funding proposal.

Senate committee staff continue to conduct stakeholder outreach and discussions regarding priorities for the next authorization bill, but there is little indication that a comprehensive Senate package is imminent. Much of the Senate's legislative bandwidth during the first half of 2026 has been consumed by reconciliation efforts, appropriations, nominations, and other major legislative priorities, including the National Defense Authorization Act (NDAA), WRDA, and immigration-related legislation.

For now, the House continues to drive the policy conversation on surface transportation reauthorization. The BUILD America 250 Act remains the most developed legislative proposal under consideration and will likely serve as the foundation for future negotiations. Many stakeholders expect the Senate committees to become more engaged once the House completes floor consideration of the bill and leadership begins evaluating how and when to assemble a Senate counterpart. However, absent a more active role from the Senate Committees, significant questions remain regarding the future direction of federal transit policy and whether public transportation priorities will receive the attention necessary to advance a comprehensive bipartisan reauthorization package.

FY27 Appropriations Update

The House Appropriations Committee spent much of May focused on advancing FY 2027 appropriations legislation before departing for the Memorial Day recess. The most significant development for transportation stakeholders was the release of the House Transportation, Housing and Urban Development (THUD) Appropriations Subcommittee draft bill, which was advanced in the Subcommittee on May 21. The legislation provides approximately \$111.6 billion in total budgetary resources for the U.S. Department of Transportation and

reflects a continued emphasis on transportation safety, infrastructure investment, freight mobility, and modernization of the national transportation system.

The draft bill includes strong funding levels for core transportation programs, including \$64.5 billion for the Federal Highway Administration, \$16.5 billion for the Federal Transit Administration (FTA), and more than \$3 billion for the Federal Railroad Administration. Notably, the bill provides \$550 million for the BUILD Grant program, \$523 million for the Consolidated Rail Infrastructure and Safety Improvements program, \$973 million for Transit Infrastructure Grants, and \$875 million dedicated to public transportation assistance associated with the 2028 Olympic and Paralympic Games. These investments align closely with Southern California's ongoing priorities related to regional mobility, freight movement, passenger rail improvements, and preparations for upcoming international events.

The House Appropriations Committee has now advanced the majority of its FY27 spending bills, positioning the House to begin floor consideration later this summer. Meanwhile, the Senate continues to hold appropriations hearings and is expected to begin markup activity in June. Congressional leaders continue to express a goal of completing appropriations work prior to the August recess, although historical precedent suggests that at least one continuing resolution may still be necessary before the September 30 FY deadline.

As mentioned earlier, the Senate is expected to begin a more active phase of the FY 2027 appropriations process during June, with Senate Appropriations Committee leadership planning a series of markups despite the absence of a bipartisan topline spending agreement. The Committee is scheduled to begin consideration of several appropriations bills, including Agriculture, Commerce-Justice-Science, Legislative Branch, Interior-Environment, and Military Construction-Veterans Affairs, signaling an effort by Senate leadership to maintain momentum on annual spending legislation even as broader budget negotiations remain unresolved.

A key issue for transportation stakeholders is the growing debate over how to address the expiration of advance appropriations provided by the Infrastructure Investment and Jobs Act (IIJA). Senate democrats have raised concerns that the loss of approximately \$36.8 billion in advance transportation funding will create significant funding pressure on the FY27 THUD appropriations bill and are advocating for higher discretionary transportation spending levels to offset at least a portion of that reduction. This issue is expected to become a central point of negotiation as Congress begins work on the Senate THUD bill later this summer.

The appropriations process continues to face broader political challenges as disagreements persist regarding overall defense and non-defense spending levels. In addition, ongoing disputes surrounding reconciliation legislation and several controversial funding proposals have further complicated the Senate's legislative calendar. Nevertheless, Senate leadership appears committed to moving appropriations bills through committee in June, with the goal of positioning the Senate for negotiations with the House later this year.

Separately, Senate Republican leadership postponed plans in May to advance a reconciliation package that would provide multi-year funding for immigration enforcement

agencies. The delay stemmed from internal disagreements over several provisions and consumed valuable floor time that had been expected to be used for broader legislative priorities. The setback further complicates an already compressed congressional calendar that includes FY 2027 appropriations, the National Defense Authorization Act (NDAA), reauthorization of the Foreign Intelligence Surveillance Act, WRDA, and surface transportation reauthorization legislation.

Looking ahead, June is expected to be an exceptionally active month on Capitol Hill. In addition to appropriations markups, Senate leadership is expected to revisit reconciliation negotiations while House Transportation and Infrastructure Committee leaders continue work on the BUILD America 250 surface transportation reauthorization bill and potential amendments.

Medium Transit Intensive Cities Legislation Introduced

Representative Salud Carbajal (D-CA), a Member of the House T&I Committee and Representative Blake Moore (R-UT), a member of the House Ways and Means Committee, in May introduced the bipartisan Medium Transit Intensive Cities (MTIC) Authorization Act, legislation designed to provide additional federal transit funding opportunities for medium-sized urbanized areas. The proposal would establish a new category within the FTA's Section 5307 Urbanized Area Formula Program, modeled after the existing Small Transit Intensive Cities program.

Under current law, many medium-sized transit agencies must compete directly against much larger metropolitan systems for performance-based funding, often placing them at a structural disadvantage despite strong ridership and service performance. The MTIC proposal would dedicate 1.5 percent of Section 5307 funding to transit systems serving urbanized areas with populations between 200,000 and 999,999 that meet specified performance criteria, including ridership, service frequency, and service provided per capita.

While the proposal would not directly affect the region's formula funding, it reflects growing congressional interest in refining federal transit formulas to better recognize system performance and local service characteristics. The legislation also highlights continued bipartisan engagement by members of the House Transportation and Infrastructure Committee and House Ways and Means Committee on transit funding issues as Congress continues work on the broader BUILD America 250 surface transportation reauthorization legislation. The bill remains in the early stages of the legislative process, but it will be worth monitoring as Congress considers potential transit policy reforms and formula funding adjustments during the upcoming surface transportation reauthorization debate.

House Energy & Commerce Committee Examines GPS Backup Technologies

The House Energy & Commerce Committee's Communications and Technology Subcommittee will hold a hearing on June 4 titled "*Where Are We? Examining Positioning, Navigation, and Timing Capabilities in the United States.*" The hearing will focus on the nation's Positioning, Navigation, and Timing (PNT) infrastructure, including GPS resiliency,

backup technologies, and proposals to supplement GPS capabilities. The hearing is expected to serve as a key venue for congressional consideration of NextNav's proposal to repurpose portions of the lower 900 MHz spectrum band to support a terrestrial PNT network. The hearing is particularly relevant to tolling operators nationwide because the lower 900 MHz spectrum is currently used extensively for electronic toll collection systems, including FasTrak and other interoperable tolling technologies.

Federal Transit Administration Announces \$166 Million for Passenger Rail Modernization

On May 27, the Federal Transit Administration (FTA) announced approximately \$166 million in federal funding to support passenger rail modernization projects across the country. Applications are due July 6th. The investment is intended to improve reliability, safety, and customer experience by replacing aging rail equipment and upgrading critical rail infrastructure. According to FTA, nearly one-third of the nation's subway and passenger rail vehicles are more than 25 years old, contributing to service delays, increased maintenance costs, and declining system performance.

The funding will support the replacement and rehabilitation of railcars, signals, power systems, maintenance facilities, and other state-of-good-repair improvements designed to extend the useful life of passenger rail systems while enhancing operational efficiency. The announcement aligns with the Administration's broader emphasis on modernizing existing transportation assets and improving system reliability for passengers. For Southern California, the announcement underscores the continued federal focus on rail infrastructure investment and the importance of maintaining a strong pipeline of state-of-good-repair and fleet replacement projects. As agencies prepare for significant increases in ridership associated with the 2026 World Cup, 2028 Olympic and Paralympic Games, and continued regional growth, federal investments aimed at improving rail reliability and performance remain an important funding opportunity to support long-term mobility objectives.



Building Unrivaled Infrastructure and Long-term Development for America's 250th Act



Background and Reauthorization Status

Infrastructure Investment and Jobs Act (IIJA)

- Signed into law in November 2021 as a five-year surface transportation authorization that included, for the first time, advanced appropriations for transportation programs
- Current authorization expires September 30, 2026

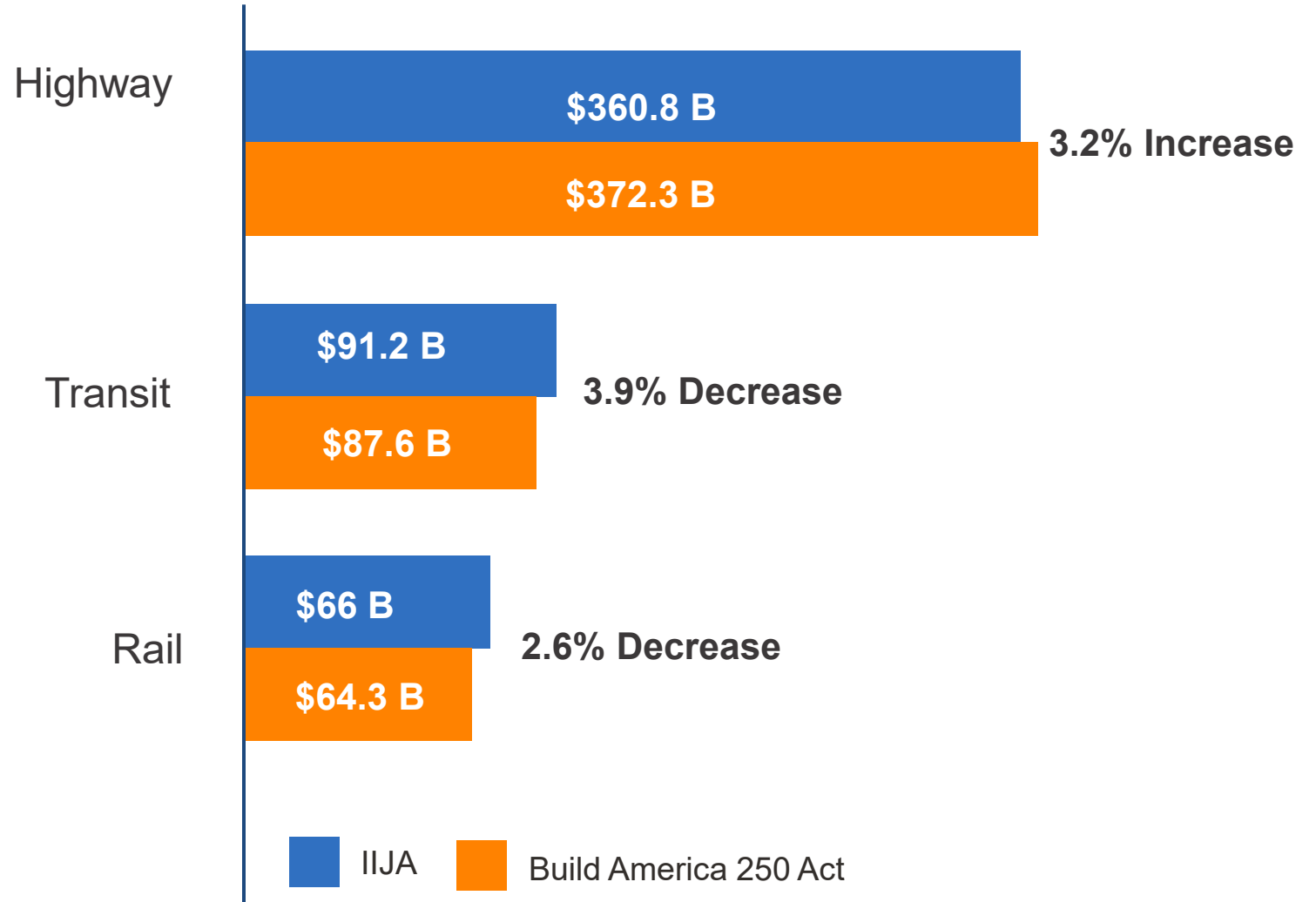
Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act)

- Announced by House Transportation and Infrastructure (T&I) Committee leadership as the proposed successor to the IIJA
- House T&I Committee leaders reached a bipartisan agreement and released legislative text
- House T&I Committee subsequently approved the bill during markup by a vote of 62-2



BUILD America 250 Funding Overview

- \$580 billion in total transportation authorizations
- \$474.4 billion in guaranteed Highway Trust Fund contract authority
- Five-year authorization provides long-term planning certainty
- Does not include advanced appropriations; more programs dependent on General Fund





BUILD America 250 Funding Priorities



\$376 B for Highways and Bridges

- Includes \$46 billion Bridge Formula Program
- Includes \$12 billion for the Surface Transportation Accelerator Grant program, consolidating elements of Better Utilizing Investments to Leverage Development (BUILD)/Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Formula programs receive about 90 percent of funding



\$64.3 B for Rail Programs

- Creates a new National Intercity Passenger Rail Partnership Program by consolidating Federal-State Partnership, Restoration & Enhancement, and Interstate Rail Compact programs
- All rail programs require General Fund appropriations



\$87.6 B for Transit Formula Programs

- Transit funding lower than IIJA guaranteed levels
- Capital Investment Grants funded through annual appropriations



BUILD America 250 Funding Priorities



\$250 M for Transportation Assistance for International Games

- New discretionary program supporting transportation planning, capital, and operating needs for Olympic, Paralympic, and FIFA World Cup events
- Provides grants and technical assistance for host regions



\$10 B for the National Infrastructure Project Assistance Program (MEGA Grants)

- Supports nationally significant transportation projects
- Expands eligibility to certain transit projects and transportation hubs



New/Expanded Programs

- \$3.75 billion for Safe Streets for All
- Expanded Transportation Infrastructure Finance and Innovation Act (TIFIA) emergency loan authority



Programs Eliminated or Reduced

- Carbon Reduction Program eliminated
- Formula Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program eliminated
- Low-No Emission Program eliminated
- Significant reduction in discretionary grant funding



BUILD America 250 Policy Highlights



Permitting Reform

- Codifies One Federal Decision and streamlines environmental reviews
- Expands categorical exclusions for transportation projects
- Allows concurrent review activities to accelerate project delivery



TIFIA Reforms

- Increases eligibility threshold for accelerated rural projects to \$150 million
- Allows emergency loan relief following major disasters
- Allows interest and principal payment flexibility following disasters



Highway Trust Fund Revenue Measures – Electric Vehicle/Hybrid Fee

- Establishes annual registration fee of \$130 for electric vehicles and \$35 for plug-in hybrid vehicles
- Fees increase by \$5 every two years beginning in 2029
- Estimated to generate approximately \$10 billion over five years
- Intended to partially address Highway Trust Fund solvency concerns



BUILD America 250 Policy Highlights (Cont.)



Capital Investment Grant Reforms

- Creates “Streamlined Starts” project category
- Expands core capacity eligibility and accessibility improvements
- Allows reimbursement of certain pre-development costs



MPO Direct Recipient Authority

- Metropolitan planning agencies could directly receive certain federal transportation funds



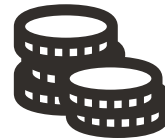
Transit Oversight Changes

- Triennial reviews may be waived for compliant agencies
- Full review still required every ten years



New Transit Requirements

- Requires recipients of Urbanized Area Formula funds to dedicate:
 - One percent for ADA accessibility improvements and one percent for security and crime prevention projects



Transit Funding Block Grants

- Establishes an optional Consolidated State Block Grant Program for urban areas under two million people
- Allows participating states to combine funding from several transit formula programs into a single block grant
- State and local transit agencies must opt into participation



BUILD America 250 Policy Highlights (Cont.)



Bus Operator Safety

- Requires fully enclosed operator shields/workstations on new buses
- Establishes a working group to evaluate retrofitting existing buses with protective barriers



Spare Ratio Flexibility

- Allows transit agencies to determine appropriate fleet spare ratios based on operational FTA needs
- Eliminates one-size-fits-all spare ratio policy



Bus Procurement Changes

- Limits the federal contribution for bus procurements
- Federal contribution capped at 80 percent in FY 2029, declining to 70 percent beginning in FY 2031



Emergency Relief & Resilience

- Expands eligibility for resilience and disaster mitigation projects
- Creates working group focused on accelerating disaster recovery projects
- Authorizes emergency funding for rail infrastructure after major disasters



Transit Security & Fare Enforcement

- Allows federal transit funds to be used for transit officers, law enforcement partnerships, and transit support specialists
- Allows DOT to withhold up to ten percent of Urbanized Area Formula funding if fare evasion is not subject to civil or criminal penalties



Next Steps

House Floor Consideration

- Debate and vote by the full House of Representatives

Senate Development of Reauthorization Proposal

- Senate committees develop and advance their own surface transportation reauthorization legislation

House-Senate Negotiations

- Reconcile differences between House and Senate proposals
- Develop a final conference agreement or negotiated package

Final Passage and Enactment

- Approval by both chambers