



AGENDA

Legislative and Communications Committee Meeting

Committee Members

Laurie Davies, Chair
Lisa A. Bartlett, Vice Chairwoman
Barbara Delgleize
Michael Hennessey
Gene Hernandez
Tim Shaw
Gregory T. Winterbottom

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California

Thursday, August 15, 2019 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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.

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.

Call to Order

Pledge of Allegiance

Director Winterbottom

1. Public Comments

Special Calendar

2. Conference Call with State Legislative Advocate Moira Topp Moira Topp/Lance M. Larson

An update of legislative items in Sacramento will be provided.



Consent Calendar (Item 3)

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.

3. Approval of Minutes

Approve the minutes of the Legislative and Communications Committee meeting of June 20, 2019.

Regular Calendar

4. State Legislative Status Report

Dustin J. Sifford/Lance M. Larson

Overview

An overview is provided of a bill related to Local Partnership Program funding for self-help counties, for which a support position has been taken pursuant to the 2019-20 State Legislative Platform. An update is also provided on the state budget process.

Recommendation

Receive and file as an information item.

5. Federal Legislative Status Report

Jaymal Patel/Lance M. Larson

Overview

Updates are provided on the federal budget, surface transportation reauthorization, and a pending rulemaking on fuel efficiency standards. Overviews of oversight efforts on federally-funded transportation projects and the implementation of positive train control are also included.

Recommendation

Receive and file as an information item.



6. Diversity Outreach and Inclusion Update
Ted P. Nguyen/Lance M. Larson

Overview

The Orange County Transportation Authority has a diversity outreach and inclusion program as part of its communications efforts. The goal of the program is to cultivate relationships of trust and utilize different outreach, communications, and marketing methods in order to tap into the potential for increased engagement among Orange County's diverse community members. This report provides an update on recent outreach activities.

Recommendation

Receive and file as an information item.

Discussion Items

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 19, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



Committee Members Present

Laurie Davies, Chair
Lisa A. Bartlett, Vice Chairwoman
Barbara Delgleize
Michael Hennessey
Gene Hernandez
Gregory T. Winterbottom

Staff Present

Darrell E. Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Olga Prado, Assistant Clerk of the Board
Sara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel
OCTA Staff and members of the General Public

Committee Members Absent

Tim Shaw

Call to Order

The June 20, 2019 regular meeting of the Legislative and Communications Committee was called to order by Chair Davies at 9:01 a.m.

Pledge of Allegiance

Committee Vice Chairwoman Bartlett led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, Sacramento Advocate, reported on the following:

- The Legislature passed its required budget on June 14th with a \$214 billion budget, and \$147 billion of it will go into the general fund.
- The trailer bills that normally pass at the same time as the budget have been very few this year (only eight to ten have passed).
- There are still some controversial bills that remain to be flushed out or need to get the required votes, such as: the housing trailer bill and the tax conformity bill.
- The transportation trailer bill contains a proposal from Senator Hurtado to use funds from the Trade Corridor Improvement Fund for short line rail facilities.
- The Orange County Transportation Authority (OCTA) is expected to maintain the dollars it has received through 2020.
- Additional trailer bills will most likely come up in August and the deadline for fiscal bills to get out of their policy committees is July 10th.



2. (Continued)

- Highlighted the following bills:
 - Improving programs in Senate Bill (SB) 1, such as the Active Transportation Program and the Local Partnership Program
 - SB 664
- The Governor is now six months into the new administration and David Kim was appointed as the Secretary of the California State Transportation Agency and will be starting in early July.
- There still has not been an appointment for the new California Department of Transportation Director.

A discussion ensued regarding SB 664 and how the bill focuses on technical interactions such as: toll collection, how data is transferred to the Department of Motor Vehicles and focusing on data personally identifiable information.

Consent Calendar (Item 3)

3. Approval of Minutes

A motion was made by Director Delgleize, seconded by Committee Vice Chairwoman Bartlett, and declared passed by those present, to approve the minutes of the Legislative and Communications Committee meeting of May 16, 2019.

Regular Calendar

4. Citizens Advisory Committee Annual Update and New Member Recruitment

Christina Byrne, Department Manager of Public Outreach, provided opening comments and introduced Roy Shahbazian, Chairman of the Citizens Advisory Committee (CAC), who reported on the following:

- Expressed gratitude to the Board of Directors for their appointments and nominations of CAC members.
- Key activities of the CAC include:
 - Serving as a liaison between OCTA and the public;
 - Providing insight on the Beach Boulevard and Bristol Street corridor studies; and
 - Strategizing public information on ongoing freeway construction projects.



4. (Continued)

- Expressed gratitude to OCTA staff for supporting the CAC by preparing the minutes, staff reports, and assisting in the member nomination process.

Committee Vice Chairwoman Bartlett thanked Mr. Shahbazian for his commitment to the CAC and confirmed a pending member appointment.

Committee Chair Davies inquired on vacancies in the CAC and Ms. Byrne replied that there are some vacant seats pending; however, the seats should be filled shortly.

Director Delgleize stated she had the pleasure of serving on the CAC and she is grateful for the service of the CAC.

Following the discussion, no action was taken on this receive and file Citizens Advisory Committee status report.

5. Special Needs Advisory Committee Annual Update and Member Appointments

Ryan Maloney, Section Manager of Customer Engagement and Data Analysis, provided opening comments and introduced Paul Miller, Vice Chair of the Special Needs Advisory Committee (SNAC), who reported on the following:

- Items discussed during the SNAC meetings:
 - OC Bus 360° fiscal year 2019-20 Bus Service Plan;
 - OC ACCESS online booking service;
 - Long-Range Transportation Plan;
 - Beach Boulevard and Bristol Street corridor studies; and
 - Exceptional Service Awards for ACCESS drivers.

Committee Chair Davies thanked Mr. Miller for his work with the SNAC.

Following the discussion, no action was taken on this receive and file Special Needs Advisory Committee's status report.



6. State Legislative Status Report

Dustin J. Sifford, Senior Government Relations Representative, reported on the following:

- Assembly Bill (AB) 784
 - The Innovative Clean Transit regulation requires transit agencies in California begin purchasing zero-emission buses starting in 2023.
 - Projected cost is \$442 million to convert OCTA's current bus fleet to zero-emission technology.
 - The current sale tax exemption would only be effective until 2024.
 - AB 784 would provide financial assistance by saving OCTA as much as \$80,000 on each zero-emission bus purchase.
 - A SUPPORT position on AB 784 has been consistent with the State Legislative Platform.

Jaymal Patel, Associate Government Relations Representative, continued the presentation and reported on:

- AB 1475
 - Allows regional transportation agencies to utilize the construction manager/general contractor (CM/GC) project delivery tool on any transportation project that is not on the state highway system.
 - Allows a project sponsor to engage with a construction firm early in the design phase to provide input on scheduling, pricing, phasing, and other construction-related recommendations that allow for a more constructible project.
 - OCTA could take advantage of the CM/GC cost and time saving benefits on projects such as the: local streets and road improvements, rail fixed-guideways, and bus-rapid transit.
 - A SUPPORT position on AB 1475 has been taken consistent with the State Legislative Platform.

- California High-Speed Rail Authority (CHSRA) Project Update:
 - On May 21, 2019, the Assembly Transportation Committee held an oversight hearing to review the CHSRA 2019 Project Update Report.
 - The discussion at the hearing revolved around the funding plan and construction on the initial segment between Merced and Bakersfield.
 - At the hearing, Assembly Member Daley requested that CHSRA conduct a parallel analysis of alternatives to the initial segment, including the Burbank to Anaheim corridor.



6. (Continued)

- Prior to the hearing, on May 16, 2019, the Federal Railroad Administration (FRA) formalized its plan to terminate the \$929 million federal grant awarded to the CHRSA.
- Through the California Attorney General, CHSRA has filed a complaint against the FRA challenging the termination of the grant and any future efforts to re-obligate the funds.

A discussion ensued regarding:

- The CM/GC delivery tool combines early phase activities and allows the designer and constructor to be hired together.
- The CM/GC process allows the designer and construction manager to work together earlier to focus on constructability; however, the project must complete the competitive bidding process.
- Federal funding removed from the high-speed rail program could return to the General Fund and be re-programmed by Congress.

Following the discussion, no action was taken this receive and file information item.

7. Federal Legislative Status Report

Jaymal Patel, Associate Government Relations Representative, provided an overview on H.R. 2939 and discussed the reasons why OCTA should take a SUPPORT position on the bill.

Dustin J. Sifford, Senior Government Relations Representative, continued the presentation and reported on:

- The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule would set tailpipe emissions standards for the next five years and rescind the preemption waiver granted to the State of California under Clean Air Act.
- The California Association of Councils of Governments (CALCOG) estimates that there are over 2,000 transportation projects worth about \$130 billion that would be threatened by rescinding the waiver.
- Specific impacts to OCTA are difficult to adequately describe because it depends on the timing and implementation of the final language.
- Federal law allows for a one-year grace period for a failure to achieve air quality standards; however, the Environmental Protection Agency has flexibility in the implementation of the race period.
- CALCOG sent a statewide letter to Elaine Chao, Secretary of Transportation, in hopes of achieving a political solution.
- A summary of Fixing America's Surface Transportation Act and its rescission of \$7.569 billion in unobligated federal transportation funds.



7. (Continued)

- Two letters referenced in the Staff Report: a letter requesting repeal of the rescission from the Transportation Infrastructure Committee (Attachment C) and a signed letter sent from the Senate Environment and Public Works Committee asking to find a solution that does not revoke funding.
- Overview of the transportation funding bill for federal fiscal year 2020 and the CHSRA provision.
- In the next couple of weeks, there will possibly be a two-year budget bill from Congress, direction on the rescission, and the Trump administration threatening to veto over the CHSRA dollars.
- In the House version of the funding bill, there is a rider who would prohibit implementation of the SAFE Vehicles rule.
- Reference to the hearing entitled, "The Impacts of State-Owned Enterprise on Public Transit and Freight Rail Sector," which is included in the Staff Report.
- Ongoing discussions in California about contracts to be put in place that are owned by the Chinese government, but there are no specific issues on how OCTA rolls out trains or buses.

A discussion ensued regarding:

- H.R. 2939 and if the state legislature has any impact over the federal legislature; the bill is clarifying Congressional intent that local and state general sales taxes do not apply in the same manner as excess taxes.
- In the short term, the federal funds will still be there, but OCTA could lose those funds depending on the implementation of the SAFE Vehicles Rule.
- The SAFE Vehicles Rule is at the benefit of the administration to promote tailpipe emissions standards.
- California has been stricter than the federal government and feels it has legal authority to set air quality standards.
- Committee Vice Chairwoman Bartlett asked staff to monitor the Highway Trust Fund since it is always underfunded.
- Chairman DeFazio of the House Transportation and Infrastructure Committee wanting a five-year bill on reauthorization and what he sees for the future on the vehicle miles traveled/road usage charging and the traditional gas tax.

A motion was made by Director Delgleize, seconded by Director Hernandez, and declared passed by those present, to adopt a SUPPORT position on H.R. 2939 (Napolitano, D-El Monte), which would protect local sales tax dollars from being directed to airports.



Discussion Items

8. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- In regards to Agenda Item 7, OCTA will keep focused on the “big fix.”
- Today is National Dump the Pump Day which was started by the American Public Transportation Association 14 years ago with the idea to encourage public transportation. OCTA is offering free bus rides for customers that pledged to ride the bus today.
- Interstate 5 South construction preparation work began on the first segment with k-rail and signage placement. On Thursday, June 6, 2019, the groundbreaking event was held, and OCTA’s outreach staff continues to communicate with local residents and businesses. On Tuesday, June 18, 2019, OCTA outreach staff gave a presentation at the City of Laguna Niguel council meeting.
- The Summer Ridership Program kicked off with the Sun and Fun Pass going on sale on June 1, 2019. This promotion offers a 30 percent saving over the three-month summer period.
- The OC Fair begins on July 13, 2019 through August 11, 2019, and the OC Fair Express will run from nine locations on Saturdays and Sundays.

9. Committee Members' Reports

There were no Committee Members’ reports.



10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 10:01 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 18, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Laurie Davies
Committee Chair

Sahara Meisenheimer
Deputy Clerk of the Board



August 15, 2019

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

A handwritten signature in blue ink, appearing to be "DJ", is written over the "From:" field of the memo.

Overview

An overview is provided of a bill related to Local Partnership Program funding for self-help counties, for which a support position has been taken pursuant to the 2019-20 State Legislative Platform. An update is also provided on the state budget process.

Recommendation

Receive and file as an information item.

Discussion

SB 277 (Beall, D-Campbell): Road Maintenance and Rehabilitation Program: Local Partnership Program

SB 277 amends the Local Partnership Program (LPP) funding distribution to better align the program with its original intent of rewarding self-help counties for passing sales tax measures providing dedicated transportation funding, similar to Proposition 1B's (2006) State-Local Partnership Program. Under a compromise reached after the passage of SB 1 (Chapter 5, Statutes of 2017), half of the \$200 million in annual LPP funding has been distributed on a formula basis, with the other half awarded by the California Transportation Commission (CTC) via a competitive process. This short-term arrangement was the result of negotiations between the CTC and the Self-Help Counties Coalition (SHCC) in order to allow LPP funding to immediately begin flowing to self-help counties across the state awaiting much-needed funding. While SB 1 included multiple competitive funding programs, LPP was not intended by the authors to be one of them. The LPP was intended to provide funding certainty to jurisdictions that have been entrusted by a supermajority of voters to locally impose dedicated transportation revenues. After SB 1 was signed into law, Assembly Transportation Committee Chair Jim Frazier (D-Oakley) and Senate

Transportation Committee Chair Jim Beall (D-Campbell) sent a letter reaffirming this intent, and SB 277 is meant to realize this goal in statute.

As amended, SB 277 would distribute 85 percent of LPP funding by formula and 15 percent on a competitive basis. This funding structure was developed in close coordination with the SHCC and is agreed to by transportation agencies representing more than 96 percent of the population of California's self-help counties. Whereas the bill previously lacked a funding distribution, the bill now provides a clear, consensus-based funding structure. Under the bill, formula funding would flow to regional transportation agencies administering sales tax measures dedicated to transportation improvements. To facilitate the distribution of formula funding, the bill would require that the CTC establish a north-south split, similar to both Proposition 1B's State-Local Partnership Program and the way in which LPP formula funds have been allocated by the CTC since the passage of SB 1. This north-south split would be based on the proportionate share of voter-approved revenues dedicated to transportation in each region. Of the southern California share, 75 percent would be allocated based on the county's population, with the other 25 percent distributed based on the county's share of transportation sales tax revenue in comparison to the total amount of transportation sales tax revenue in southern California. The competitive funding in SB 277 will be awarded through a CTC grant program available to counties with less than 750,000 and entities with developer fees that fund transportation improvements.

Similar to other SB 1 programs, SB 277 would clarify that LPP funding can be used on road maintenance and rehabilitation, and the eligibility provisions are drafted broadly enough to respect the intent of the program, which is to give local agencies flexibility in the use of funds. The bill would require that the CTC develop guidelines to carry out the new funding structure by April 1, 2020. The latest amendments also include a reporting mechanism, consistent with other state transportation programs, to ensure accountability and transparency in the delivery of transportation improvements using LPP funding. The Orange County Transportation Authority (OCTA) and other self-help counties continue to monitor the bill to ensure that it most closely aligns with its intended purpose.

A SUPPORT position on SB 277 is consistent with the 2019-2020 State Legislative Platform principle to "Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas." The bill is also supported by the SHCC, the Riverside County Transportation Commission, the San Bernardino County Transportation Authority, and the San Diego Association of Governments. OCTA's support letter for SB 277 and the text of the bill have been included under Attachment A.

Governor Signs State Budget

On June 27, 2019, Governor Gavin Newsom signed the fiscal year 2019-20 State Budget, which provides \$147.8 billion in total General Fund expenditures to support additional funding for homelessness, infrastructure, higher education, K-14 education, health and human services, and other programs. The State Budget provides \$16.5 billion for the Budget Stabilization Account/Rainy Day Fund in order to meet the constitutional target, as well as \$1.4 billion in a special fund for economic uncertainties. Altogether, the State Budget will end the year with total reserves of \$19.2 billion.

For transportation purposes, the State Budget will provide full funding authorized by SB 1, including:

- \$1.2 billion to cities and counties for local streets and road maintenance projects.
- \$200 million for the LPP.
- \$100 million to the Active Transportation Program for bicycle and pedestrian facility projects, with at least 50 percent of funding directed to benefit disadvantaged communities.
- \$25 million for local planning grants to encourage local and regional planning agencies to further state goals and best practices outlined in the Regional Transportation Plan guidelines adopted by CTC.
- \$1.2 billion to the California Department of Transportation (Caltrans) for the State Highway Operation Protection Program to continue addressing the state's highest repair and maintenance needs.
- \$400 million to Caltrans to fund repairs and maintenance on the state's bridge and culvert infrastructure.
- \$250 million for Solutions for Congested Corridors Program that provides funding for the state's most congested corridors for multimodal improvements, including managed lanes, improved on-ramp and off-ramp construction, and transit improvements.
- \$307 million to the Trade Corridor Enhancement Program for projects that address bottlenecks and improve mobility on the state's most economically significant trade corridors.
- \$25 million to the Freeway Service Patrol to help clear incidents that cause temporary congestion.

The State Budget provides \$801.5 million in State Transit Assistance (STA), including the \$350 million provided by SB 1. Orange County is estimated to receive about \$42.5 million in STA funding, including \$18.6 million from SB 1. In addition, the State Budget provides \$105 million for the SB 1 State of Good Repair (SGR) Program and an estimated \$113 million for the cap-and-trade Low Carbon Transit Operations Program (LCTOP). Orange County is expected to

receive about \$5.7 million in SGR funding and approximately \$6 million in LCTOP funding. As is the case in previous years, these projections are subject to change since STA funding levels are based on actual revenue receipts.

That same day, the Governor also signed the transportation trailer bill into law, which includes the following notable provisions:

- Clarifies the oversight authority of the Caltrans Inspector General to ensure its office has access to documents necessary to conduct adequate oversight activities.
- Provides \$7.2 million in Trade Corridors Improvement Fund (TCIF) savings for short-line rail projects, if those funds are available as of May 1, 2020. This proposal was influenced by SB 498 (Hurtado, D-Fresno), a bill originally opposed by OCTA. OCTA and other regional agencies provided input on the trailer bill language to ensure that agencies with TCIF savings had until May 1, 2020, to reprogram the funds. This safeguard provision gives agencies relying on the continued availability of TCIF savings the ability to use the funds as intended rather than immediately reallocating the funds for another, unrelated use, thereby disrupting projects.
- Expands authorization to use weight fee revenues for future year debt service. Under current law, weight fee revenues in excess of debt service go into the General Fund, and these revenues can only be used to repay debt service in the current fiscal year. The trailer bill allows excess weight fee revenues, which have been stored up over multiple years, to be used for debt service in both the current or future fiscal years. OCTA is working with Caltrans and its regional partners to fully understand the impacts of this provision to determine if further clarification is necessary.

On July 31, 2019, the Governor signed into law a housing trailer bill that provides \$2.5 billion to help address California's housing and homeless crisis. The housing trailer bill provides more than \$250 million for planning activities to local governments. Of the \$250 million, \$125 million would be provided to councils of governments to develop regional housing needs assessment (RHNA) methodologies. This funding will be allocated between the regions on a population basis, with an estimated \$50 million going to the Southern California Association of Governments (SCAG). SCAG will have the discretion to suballocate to other entities within the region if it so chooses. As for the remainder of the \$250 million, \$125 million would go to localities on a formula basis to enact zoning changes to meet RHNA targets. The housing trailer bill also creates a new \$500 million program for infill infrastructure improvements, available to cities, local governments, and developers that meet the conditions of the new program. Finally, the bill increases the state low income housing tax

credit to \$500 million for the 2020 calendar year, which will help developers finance housing projects to meet statewide housing goals.

The housing trailer also includes a comprehensive set of enforcement provisions to ensure compliance with state housing law. The bill requires that the Department of Housing and Community Development (HCD) create an annual list of cities that have failed to adopt a housing element. Once HCD puts a city on the list, the city has an opportunity for two meetings with HCD to discuss its housing element. Cities may also request a formal review by HCD of its last housing element, and HCD must issue written findings in response to such a request. If a city fails to comply with this appeal process, in addition to being subject to a lawsuit from the Attorney General, that city may face fines ranging from \$10,000 to \$100,000 per month. If a city shows continued lack of compliance with a court order, the court may accelerate the fines by as much as a factor of six. The court is, however, required to consider any mitigating circumstances in the assessment of remedies to enforce compliance, specifically whether the locality is making a good faith effort to comply with housing law or if there are substantial undue hardships facing the city or county.

In addition, localities deemed by HCD to be in substantial compliance with a housing element and deemed to have adopted “pro-housing” policies, defined in the bill as policies facilitating the planning, approval, or construction of housing, will receive additional points in the scoring of applications for specific state funding programs, including the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program. There is also a provision broadly allowing other state programs to award additional bonus points for pro-housing policies. Incentivizing jurisdictions that meet certain statewide policy goals could be a model for other funding sources in the future, including transportation programs. Staff will continue to monitor the implementation of these provisions and provide further updates as necessary.

Summary

An overview is provided on a bill on which OCTA is taking a position pursuant to OCTA's 2019-20 State Legislative Platform. An update is also provided on the state budget process.

Attachments

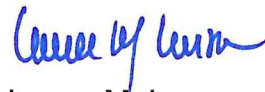
- A. SB 277 (Beall) Support Letter with Bill Language
- B. Orange County Transportation Authority Legislative Matrix

Prepared by:



Dustin J. Sifford
Senior Government Relations Representative,
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(714) 560-5389

Approved by:



Lance M. Larson
Executive Director,
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CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

July 1, 2019

The Honorable Jim Beall
California State Senate
State Capitol, Room 2082
Sacramento, California 95814

Subject: **SB 277 (Beall) – SUPPORT**

Dear Senator Beall:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to support SB 277, your bill that would better align the distribution of SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program (LPP) funding with the program's original legislative intent of rewarding self-help counties for passing sales tax measures providing dedicated funding for transportation purposes.

Under a compromise reached after passage of SB 1, half of the \$200 million in annual LPP funding has been distributed on a formula basis, with the other half awarded by the California Transportation Commission (CTC) via a competitive process. This short-term arrangement was the result of negotiations between the CTC and the Self-Help Counties Coalition (SHCC) to ensure that LPP funding could immediately begin flowing to self-help counties awaiting much-needed funding to deliver transportation improvements across the state. While SB 1 included multiple competitive funding programs, LPP was not intended to be one of them. The LPP was intended to provide funding certainty to jurisdictions that have been entrusted by a supermajority of voters to locally impose dedicated transportation taxes. Unfortunately, the way in which the LPP is currently being administered does not allow the type of flexibility and predictability necessary to adequately leverage local dollars to maximize state transportation funding.

On June 8, 2017, you and Assembly Transportation Committee Chairman Jim Frazier (D-Oakley), as SB 1's co-authors, sent a letter confirming that the original legislative intent behind the LPP was to reward existing self-help counties and encourage voters to approve new transportation investments. The letter specifically encouraged the re-evaluation of the LPP compromise after two years to work towards a higher percentage of LPP funding distributed on a formula basis, which is exactly what SB 277

The Honorable Jim Beall

July 1, 2019

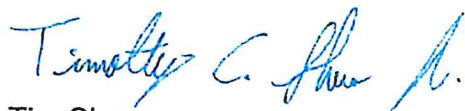
Page 2

would do. The letter also makes clear that SB 1's LPP funding was intended to be implemented much like the State-Local Partnership Program in Proposition 1B (2006), which allowed California's self-help counties to leverage the \$700 million flexible state funding to deliver over \$10 billion in transportation improvements. The success of this funding structure further justifies the approach envisioned in SB 277.

OCTA supports SB 277 and the amendments that would increase the formula share of LPP funding to reward self-help counties with the flexibility and certainty necessary to deliver the projects promised by SB 1. The amendments would distribute 85 percent of LPP funding by formula and 15 percent on a competitive basis. This funding structure was developed in close coordination with the SHCC and was agreed to by transportation agencies representing more than 96 percent of the population of California's self-help counties. Whereas the bill previously lacked a funding distribution, the amended bill will provide a clear, consensus-based funding structure. The amendments also include a reporting mechanism, consistent with other state transportation programs, to ensure accountability and transparency in the delivery of transportation improvements using LPP funding.

A SUPPORT position on SB 277 is consistent with OCTA's 2019-2020 State Legislative Platform principle to "Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas." If you or your staff have any questions regarding OCTA's position on SB 277, please contact Kristin Essner, Manager of State and Federal Relations, at (714) 560-5754 or kessner@octa.net.

Sincerely,

A handwritten signature in blue ink that reads "Timothy C. Shaw A." The signature is written in a cursive style.

Tim Shaw
Chairman

TS:djs

c: Darrell E. Johnson, Chief Executive Officer
Orange County State Legislative Delegation
Platinum Advisors, LLC

AMENDED IN ASSEMBLY JULY 1, 2019
AMENDED IN ASSEMBLY JUNE 4, 2019
AMENDED IN SENATE MARCH 18, 2019

SENATE BILL

No. 277

Introduced by Senator Beall
(Principal coauthor: Assembly Member Frazier)

February 13, 2019

An act to amend Section 2032 of, to amend and repeal Section 2033 of, and to add Section 2033.1 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 277, as amended, Beall. Road Maintenance and Rehabilitation Program: Local Partnership Program.

Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation

commissions, and other local agencies, to develop guidelines for the allocation of those moneys.

~~This bill would require the commission to apportion these funds on a formula basis to those of the local and regional transportation agencies described above that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds in the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to apportion the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop separate guidelines for the apportionment or allocation of these the funds in each subaccount that, among other things, establish an apportionment formula, identify guaranteed minimum apportionments, and establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the Local Partnership Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

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

- 1 SECTION 1. Section 2032 of the Streets and Highways Code
- 2 is amended to read:
- 3 2032. (a) (1) After deducting the amounts appropriated in the
- 4 annual Budget Act, as provided in Section 2031.5, two hundred

1 million dollars (\$200,000,000) of the remaining revenues deposited
2 in the Road Maintenance and Rehabilitation Account shall be set
3 aside annually for eligible entities. The Controller shall each month
4 set aside one-twelfth of this amount, except in fiscal year 2017–18,
5 the Controller shall set aside one-eighth of this amount, to
6 accumulate a total of two hundred million dollars (\$200,000,000)
7 in each fiscal year. The Controller may adjust the amount in the
8 final month or months of each fiscal year if necessary to achieve
9 the annual amount specified in this subdivision.

10 (2) Eligible projects under this subdivision include, but not are
11 limited to, sound walls for a freeway that was built before 1987
12 without sound walls and with or without high-occupancy vehicle
13 lanes if the completion of the sound walls has been deferred due
14 to lack of available funding for at least 20 years and a noise barrier
15 scope summary report has been completed within the last 20 years.

16 (3) Notwithstanding Section 13340 of the Government Code,
17 the funds available under this subdivision in each fiscal year are
18 hereby continuously appropriated for apportionment ~~on a formula~~
19 ~~basis to eligible entities or allocation~~ by the commission for road
20 maintenance and rehabilitation and other transportation
21 improvement projects pursuant to Section 2033 or 2033.1, as
22 applicable.

23 (4) For purposes of this subdivision, an “eligible entity” means
24 a local or regional transportation agency that has responsibility for
25 funding, procuring, or constructing transportation improvements
26 within its jurisdiction, and that does either of the ~~following:~~
27 *following, as further specified in subdivision (b) of Section 2033.1:*

28 (A) Has sought and received voter approval for the imposition
29 of taxes or fees dedicated solely to transportation improvements
30 and administers those taxes or fees.

31 (B) Has imposed uniform developer fees, as defined by
32 subdivision (b) of Section 8879.67 of the Government Code.

33 (b) After deducting the amounts appropriated in the annual
34 Budget Act pursuant to Section 2031.5 and the amount allocated
35 in subdivision (a), beginning in the 2017–18 fiscal year, one
36 hundred million dollars (\$100,000,000) of the remaining revenues
37 shall be available annually for expenditure, upon appropriation by
38 the Legislature, on the Active Transportation Program created
39 pursuant to Chapter 8 (commencing with Section 2380) of Division
40 3 to be allocated by the California Transportation Commission

1 pursuant to Section 2381. The Controller shall each month set
2 aside one-twelfth of this amount, except in the 2017–18 fiscal year,
3 when the Controller shall set aside one-eighth of this amount, to
4 accumulate a total of one hundred million dollars (\$100,000,000)
5 in each fiscal year. The Controller may adjust the amount in the
6 final month or months of each fiscal year if necessary to achieve
7 the annual amount specified in this subdivision.

8 (c) After deducting the amounts appropriated in the annual
9 Budget Act pursuant to Section 2031.5 and the amounts allocated
10 in subdivisions (a) and (b), beginning in the 2017–18 fiscal year,
11 four hundred million dollars (\$400,000,000) of the remaining
12 revenues shall be available annually for expenditure, upon
13 appropriation by the Legislature, by the department for bridge and
14 culvert maintenance and rehabilitation. The Controller shall each
15 month set aside one-twelfth of this amount, except in the 2017–18
16 fiscal year, when the Controller shall set aside one-eighth of this
17 amount, to accumulate a total of four hundred million dollars
18 (\$400,000,000) in each fiscal year. The Controller may adjust the
19 amount in the final month or months of each fiscal year if necessary
20 to achieve the annual amount specified in this subdivision.

21 (d) After deducting the amounts appropriated in the annual
22 Budget Act pursuant to Section 2031.5 and the amounts allocated
23 in subdivisions (a), (b), and (c), beginning in the 2017–18 fiscal
24 year, twenty-five million dollars (\$25,000,000) of the remaining
25 revenues shall be transferred annually to the State Highway
26 Account for expenditure, upon appropriation by the Legislature,
27 to supplement the freeway service patrol program. The Controller
28 shall each month set aside one-twelfth of this amount, except in
29 the 2017–18 fiscal year, when the Controller shall set aside
30 one-eighth of this amount, to accumulate a total of twenty-five
31 million dollars (\$25,000,000) in each fiscal year. The Controller
32 may adjust the amount in the final month or months of each fiscal
33 year if necessary to achieve the annual amount specified in this
34 subdivision.

35 (e) After deducting the amounts appropriated in the annual
36 Budget Act pursuant to Section 2031.5 and the amounts allocated
37 in subdivisions (a), (b), (c), and (d), in the 2017–18, 2018–19,
38 2019–20, 2020–21, and 2021–22 fiscal years, from revenues in
39 the Road Maintenance and Rehabilitation Account that are not
40 subject to Article XIX of the California Constitution, five million

1 dollars (\$5,000,000) shall be appropriated in each fiscal year to
2 the California Workforce Development Board to assist local
3 agencies to implement policies to promote preapprenticeship
4 training programs to carry out the projects that are funded by the
5 account pursuant to Section 2038. Funds appropriated pursuant to
6 this subdivision in the Budget Act but remaining unexpended at
7 the end of each applicable fiscal year shall be reappropriated for
8 the same purposes in the following year's Budget Act, but all funds
9 appropriated or reappropriated pursuant to this subdivision in the
10 Budget Act shall be liquidated no later than June 30, 2027.

11 (f) After deducting the amounts appropriated in the annual
12 Budget Act pursuant to Section 2031.5 and the amounts allocated
13 in subdivisions (a), (b), (c), (d), and (e), beginning in the 2017–18
14 fiscal year, twenty-five million dollars (\$25,000,000) of the
15 remaining revenues shall be available annually for expenditure,
16 upon appropriation by the Legislature, by the department for local
17 planning grants, as described in Section 2033.5. The Controller
18 shall each month set aside one-twelfth of this amount, except in
19 the 2017–18 fiscal year, when the Controller shall set aside
20 one-eighth of this amount, to accumulate a total of twenty-five
21 million dollars (\$25,000,000) in each fiscal year. The Controller
22 may adjust the amount in the final month or months of each fiscal
23 year if necessary to achieve the annual amount specified in this
24 subdivision.

25 (g) After deducting the amounts appropriated in the annual
26 Budget Act pursuant to Section 2031.5 and the amounts allocated
27 in subdivisions (a), (b), (c), (d), (e), and (f), beginning in the
28 2017–18 fiscal year and each fiscal year thereafter, from the
29 remaining revenues, five million dollars (\$5,000,000) shall be
30 available, upon appropriation, to the University of California for
31 the purpose of conducting transportation research and two million
32 dollars (\$2,000,000) shall be available, upon appropriation, to the
33 California State University for the purpose of conducting
34 transportation research and transportation-related workforce
35 education, training, and development. Before the start of each
36 fiscal year, the Secretary of Transportation and the chairs of the
37 Assembly Committee on Transportation and the Senate Committee
38 on Transportation and Housing may set out a recommended priority
39 list of research components to be addressed in the upcoming fiscal
40 year.

1 (h) Notwithstanding Section 13340 of the Government Code,
2 the balance of the revenues deposited in the Road Maintenance
3 and Rehabilitation Account are hereby continuously appropriated
4 as follows:

5 (1) Fifty percent for allocation to the department for maintenance
6 of the state highway system or for purposes of the state highway
7 operation and protection program.

8 (2) Fifty percent for apportionment to cities and counties by the
9 Controller pursuant to the formula in clauses (i) and (ii) of
10 subparagraph (C) of paragraph (3) of subdivision (a) of Section
11 2103 for the purposes authorized by this chapter.

12 SEC. 2. Section 2033 of the Streets and Highways Code is
13 amended to read:

14 2033. (a) On or before January 1, 2018, the commission, in
15 cooperation with the department, transportation planning agencies,
16 county transportation commissions, and other local agencies, shall
17 develop guidelines for the allocation of funds pursuant to
18 subdivision (a) of Section 2032.

19 (b) The guidelines shall be the complete and full statement of
20 the policy, standards, and criteria that the commission intends to
21 use to determine how these funds will be allocated.

22 (c) The commission may amend the adopted guidelines after
23 conducting at least one public hearing.

24 (d) The guidelines may include streamlining of project delivery
25 by authorizing local or regional transportation agencies to seek
26 commission approval of a letter of no prejudice that allows the
27 agency to expend its own funds in advance of an allocation of
28 funds by the commission, and to be reimbursed at a later time for
29 eligible expenditures. A letter of no prejudice shall only be
30 available to local or regional transportation agencies for moneys
31 that have been identified for future allocation to the applicant
32 agency. Moneys designated pursuant to subdivision (a) of Section
33 2032 shall ~~only~~ be reimbursed *only* when there is funding available
34 in an amount sufficient to make the reimbursement.

35 (e) The guidelines developed pursuant to this section shall ~~only~~
36 apply *only* to programming cycle 1 and 2 of the formulaic program,
37 as described in commission resolution G-17-33, and programming
38 cycle 1 of the competitive program, as described in commission
39 resolution G-17-33.

1 (f) This section shall remain in effect only until January 1, 2024,
2 and as of that date is repealed.

3 SEC. 3. Section 2033.1 is added to the Streets and Highways
4 Code, to read:

5 2033.1. (a) ~~(1) On~~ *For purposes of apportioning and*
6 *allocating the funds that are continuously appropriated in each*
7 *fiscal year pursuant to subdivision (a) of Section 2032, the*
8 *commission shall segregate the funds into two separate*
9 *subaccounts as follows:*

10 (1) *Eighty-five percent of the funds shall be deposited into the*
11 *Local Partnership Formula Subaccount, which is hereby created.*

12 (2) *Fifteen percent of the funds shall be deposited into the Small*
13 *Counties and Uniform Developer Fees Competitive Subaccount,*
14 *which is hereby created.*

15 (b) (1) *The commission shall apportion the funds in the Local*
16 *Partnership Formula Subaccount to eligible entities, as defined*
17 *in subparagraph (A) of paragraph (4) of subdivision (a) of Section*
18 *2032, pursuant to the formula established in subdivision (f) and*
19 *in accordance with the other applicable requirements of this*
20 *section.*

21 (2) *The commission shall allocate the funds in the Small*
22 *Counties and Uniform Developer Fees Competitive Subaccount*
23 *through a competitive grant program to eligible entities, as defined*
24 *in subparagraph (A) of paragraph (4) of subdivision (a) of Section*
25 *2032 that have a population of less than 750,000, and to eligible*
26 *entities, as defined in subparagraph (B) of paragraph (4) of*
27 *subdivision (a) of Section 2032, in accordance with the applicable*
28 *requirements of this section. For the purpose of calculating*
29 *population, the commission shall use the most recent information*
30 *available from the Department of Finance.*

31 (c) (1) *On or before April 1, 2020, the commission, in*
32 *conjunction with transportation planning agencies and county*
33 *transportation commissions, and in consultation with other local*
34 *agencies, shall develop separate guidelines for the apportionment*
35 *or allocation, as applicable, of funds pursuant to subdivision (a)*
36 *of Section 2032: deposited in the Local Partnership Formula*
37 *Subaccount and the Small Counties and Uniform Developer Fees*
38 *Competitive Subaccount.*

39 (2) ~~The~~ *Each set of guidelines shall be the complete and full*
40 *statement of the policy, standards, and criteria that the commission*

1 intends to use to determine how ~~these~~ *the funds in each subaccount*
 2 will be apportioned.

3 (3) ~~The Each set of~~ guidelines shall do, but are not limited to
 4 doing, all of the ~~following regarding the appointment of these~~
 5 ~~funds:~~ *following:*

6 ~~(A) Identify guaranteed minimum apportionment for eligible~~
 7 ~~entities.~~

8 ~~(B)~~

9 (A) Identify eligible local matching funds.

10 ~~(C) Establish an apportionment formula for these funds.~~

11 ~~(D)~~

12 (B) Establish the types of eligible projects consistent with
 13 subdivision ~~(b):~~ *(d)*.

14 ~~(E)~~

15 (C) Authorize an eligible entity to retain its apportionment *from*
 16 *the Local Partnership Formula Subaccount* to accumulate and use
 17 that apportionment in a subsequent year for a larger expenditure.
 18 *An eligible entity may only retain its apportionment for five years.*

19 (4) The guidelines may include streamlining of project delivery
 20 by authorizing eligible entities to seek commission approval of a
 21 letter of no prejudice that allows the entity to expend its own funds
 22 in advance of an apportionment of funds by the commission, and
 23 to be reimbursed at a later time for eligible expenditures. A letter
 24 of no prejudice shall only be available to eligible entities for
 25 moneys that have been identified for future apportionment to the
 26 applicant entity. Moneys designated pursuant to subdivision (a)
 27 of Section 2032 shall ~~only~~ be reimbursed *only* when there is
 28 funding available in an amount sufficient to make the
 29 reimbursement.

30 (5) The commission may amend the adopted guidelines after
 31 conducting at least one public hearing.

32 ~~(b)~~

33 (d) A project is eligible to receive funding pursuant to
 34 subdivision (a) of Section 2032 if it is eligible pursuant to
 35 subdivision (b) of Section 2030 and is consistent with Section 2
 36 of Article XIX of the California Constitution.

37 ~~(e)~~

38 (e) (1) In order to receive an apportionment of funds ~~pursuant~~
 39 ~~to subdivision (a) of Section 2032 from the Local Partnership~~
 40 *Formula Subaccount* from the commission in a funding cycle, an

1 eligible entity shall submit to the commission a list of projects
2 proposed to be funded with these funds. All projects proposed to
3 receive funding shall be adopted by resolution by the eligible entity
4 at a regular public meeting. The list of projects proposed to be
5 funded with these funds shall include a description and the location
6 of each proposed project, a proposed schedule for the project's
7 completion, and the estimated useful life of the improvement.

8 (2) The commission shall approve a project list submitted by
9 an eligible entity pursuant to paragraph (1) unless a project
10 identified in the project list is not consistent with project eligibility
11 requirements.

12 ~~(d) For purposes of this section, "eligible entity" has the same~~
13 ~~meaning as defined in subdivision (a) of Section 2032.~~

14 *(f) To establish the apportionments from the Local Partnership*
15 *Formula Subaccount for each eligible entity, the commission shall*
16 *do all of the following before the commencement of a funding*
17 *cycle:*

18 *(1) Determine the total amount of annual revenue generated*
19 *from voter-approved sales taxes, voter-approved parcel or property*
20 *taxes, and voter-approved bridge tolls dedicated to transportation*
21 *improvements according to the most recent available data reported*
22 *to the Department of Tax and Fee Administration, the Controller,*
23 *or the Bay Area Toll Authority.*

24 *(2) Establish a northern California and southern California*
25 *share by attributing the proportional share of revenues from*
26 *voter-approved sales taxes, voter-approved parcel or property*
27 *taxes, and voter-approved bridge tolls dedicated to transportation*
28 *improvements and imposed in counties in northern California to*
29 *the northern share, and by attributing the proportional share of*
30 *revenues from voter-approved sales taxes imposed in counties*
31 *located in southern California to the southern share. The*
32 *determination of whether a county is located in northern or*
33 *southern California shall be based on the definitions set forth in*
34 *Section 187.*

35 *(3) Program funds made available to the southern share, based*
36 *on the determination in paragraph (2), shall be apportioned to*
37 *each eligible entity responsible for programming and allocating*
38 *revenues from the sales tax in proportion to the following:*

39 *(A) Seventy-five percent based on the population of the county*
40 *in which the entity is located compared to the total population of*

1 *southern California counties with voter-approved sales taxes*
2 *dedicated to transportation improvements. For the purpose of*
3 *calculating population, the commission shall use the most recent*
4 *information available from the Department of Finance.*

5 *(B) Twenty-five percent based on the total amount of sales tax*
6 *revenue generated from the total number of sales tax measures*
7 *dedicated to transportation improvements administered by an*
8 *eligible entity compared to the total amount of sales tax revenue*
9 *generated from voter-approved sales tax measures dedicated to*
10 *transportation improvements in southern California. For the*
11 *purpose of calculating sales tax revenue, the commission shall use*
12 *the most recent information available from Department of Tax and*
13 *Fee Administration.*

14 *(4) Program funds made available to the northern share, based*
15 *on the determination in paragraph (2), shall be apportioned as*
16 *follows:*

17 *(A) Program funds generated by voter-approved bridge tolls*
18 *and voter-approved parcel or property taxes dedicated to*
19 *transportation improvements shall be apportioned to the entity*
20 *responsible for programming and allocating revenues from the*
21 *toll or tax based on the proportional share of revenues generated*
22 *by the toll or tax by that entity in comparison to the total revenues*
23 *generated by voter-approved sales taxes, voter-approved parcel*
24 *or property taxes, and voter-approved bridge tolls dedicated to*
25 *transportation improvements in northern California.*

26 *(B) Program funds generated by voter-approved sales taxes*
27 *dedicated to transportation improvements shall be apportioned to*
28 *each eligible entity responsible for programming and allocating*
29 *revenues from the sales tax in proportion to the following:*

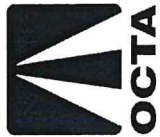
30 *(i) Seventy-five percent based on the population of the county*
31 *in which the entity is located compared to the total population of*
32 *northern California counties with voter-approved sales taxes*
33 *dedicated to transportation improvements. For the purpose of*
34 *calculating population, the commission shall use the most recent*
35 *information available from the Department of Finance.*

36 *(ii) Twenty-five percent based on the total amount of sales tax*
37 *revenue generated from the total number of sales tax measures*
38 *dedicated to transportation improvements administered by an*
39 *eligible entity compared to the total amount of sales tax revenue*
40 *generated from voter-approved sales tax measures dedicated to*

1 *transportation improvements in northern California. For the*
2 *purpose of calculating sales tax revenue, the commission shall use*
3 *the most recent information available from the Department of Tax*
4 *and Fee Administration.*

5 ~~(e) The guidelines developed pursuant to this~~

6 (g) *This section shall apply to programming cycles beginning*
7 *after the programming cycles described in subdivision (e) of*
8 *Section 2033, as it read on January 1, 2020.*



Orange County Transportation Authority Legislative Matrix

2019 State Legislation Session
August 15, 2019

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 147 (Burke -- D) Use Taxes: Collection: Marketplace Facilitators</p>	<p>Specifies that a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property for delivery in this state by the retailer and all persons related to the retailer, that exceed a specified amount. Provides that a marketplace facilitator is considered the seller and retailer for each sale facilitated through its marketplace. Provides for local use tax ordinances.</p>	<p>INTRODUCED: 12/14/2018 LOCATION: Chattered STATUS: 04/25/2019 Signed by GOVERNOR. 04/25/2019 Chattered by Secretary of State. Chapter No. 2019-5</p>	<p>SUPPORT Support: CA Retailers Association, CA Tax Reform Association, League of California Cities</p>
<p>► AB 252 (Daly -- D) Department of Transportation: Environmental Review</p>	<p>Extends indefinitely existing law which provides that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the environmental responsibilities it assumed as a participant in the federal surface transportation project delivery program.</p>	<p>INTRODUCED: 01/23/2019 LOCATION: To Governor STATUS: 07/23/2019 *****To Governor</p>	<p>SUPPORT Support (Partial List): Self-Help Counties Coalition (Sponsor), California State Association of Counties, CALCOG</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 784 (Mullin -- D) Sales and Use Taxes: Exemption: Transit Buses</p>	<p><i>Provides an exemption from sales and use taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology buses sold to specified public agencies.</i></p>	<p>INTRODUCED: 02/19/2019 LAST AMEND: 06/24/2019 LOCATION: SENATE STATUS: 07/08/2019 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>	<p>SUPPORT Support (Partial List): California Transit Association, Alameda- Contra Costa Transit District, Foothill Transit Executive Board, BYD America, Proterra</p>
<p>AB 1402 (Petrie-Norris -- D) Active Transportation Program</p>	<p>Requires the Department of Transportation to award funds to projects and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. Provides guidelines for use of funds.</p>	<p>INTRODUCED: 02/22/2019 LOCATION: Assembly Transportation Committee STATUS: 03/26/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/26/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>	<p>SPONSOR Support: Orange County Business Council (Co-Sponsor)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1475 (Bauer-Kahan -- D) Construction Method: Transportation Projects</p>	<p>Revises the definition of construction manager in the same manner as described for the department's CM/GC method authorization. Expands the authorization to use the CM/GC project delivery method under these provisions by expanding the definition of the term project to include any other transportation project that is not on the state highway system.</p>	<p>INTRODUCED: 02/22/2019 LAST AMEND: 06/11/2019 LOCATION: Senate Third Reading File STATUS: 07/09/2019 In SENATE. Read second time. To third reading.</p>	<p>SUPPORT Support (Partial List): Contra Costa Transportation Authority (Sponsor), California Transportation Commission, Southern California Contractors Association, State Building and Construction Trade Council, and the California State Council of Laborers.</p>
<p>AB 1568 (McCarty -- D) Housing Law Compliance: State Grants</p>	<p>Requires the Department of Housing and Community Development to review any action or failure to act by a city or county that it determines is inconsistent with an adopted housing element or a specified provision of the Housing Element Law. Prohibits a city or county found to be in violation of state law from applying for a state grant, unless the eligibility of the city or county to apply is constitutionally required or the state grant funds, if awarded to the city or county, would assist in compliance.</p>	<p>INTRODUCED: 02/22/2019 LAST AMEND: 04/11/2019 LOCATION: Assembly Appropriations Committee STATUS: 05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.</p>	<p>OPPOSE Support: California Apartment Association (Co-Sponsor), California Association of Realtors (Co-Sponsor) Opposed: Bizfed, California State Association of Counties, Marin County Council of Mayors and Councilmembers</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>ACA 13 (Oberholte - R) Local Sales Taxes: Online Sales</p>	<p>-Allows the Legislature to change by statute the method of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law for the sale of tangible personal property by a qualified retailer that is transacted online. Provides that the retail sale of tangible personal property by a qualified retailer that is transacted online is instead consummated at the point of the delivery.</p>	<p>INTRODUCED: 03/26/2019 LOCATION: ASSEMBLY STATUS:03/26/2019 INTRODUCED.</p>	<p>SUPPORT</p>
<p>► SB 127 (Wiener -- D) Transportation Funding: Active Transportation: Streets</p>	<p><i>Establishes an Active Transportation Asset Branch within the Transportation Asset Management Office of the Department of Transportation. Requires asset management plans to prescribe processes for community input and adopt performance measures to prioritize safety and accessibility for pedestrians, bicyclists, and transit users in certain projects.</i></p>	<p>INTRODUCED: 01/10/2019 LAST AMEND: 07/01/2019 LOCATION: ASSEMBLY STATUS: 07/08/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (10 3)</p>	<p>NEUTRAL <i>Support (Partial List): California Bicycle Coalition (Sponsor), Lyft, Orange County Bicycle Coalition, CALSTART, and the Alameda County Transportation Commission (if amended). Oppose: South Bay Cities Council of Governments, California Asphalt Pavement Association (unless amended), and the Transportation Agency for Monterey County (unless amended)</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 152 (Beall -- D) Active Transportation Program	Requires that a percentage of available funds be awarded to projects selected by MPOs in urban areas with populations greater than a specified amount with the available funds distributed to each MPO based on its relative share of the population, a percentage to fund projects in small urban and rural regions, and a percentage to projects competitively awarded by the commission on a statewide basis.	INTRODUCED: 01/22/2019 LAST AMEND: 04/25/2019 LOCATION: Senate Appropriations Committee STATUS: 05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.	SUPPORT Support: Metropolitan Transportation Commission (sponsor), Riverside County Transportation Commission (RCTC) Oppose (Partial List): California Bicycle Coalition, Walk Long Beach, PolicyLink
► SB 277 (Frazier -- D) Road Maintenance and Rehabilitation Program	<i>Distributes 85 percent of Local Partnership Program funds via formula and 15 percent on a competitive basis, pursuant to certain eligibility requirements.</i>	INTRODUCED: 2/13/2019 LAST AMEND: 07/01/2019 LOCATION: Assembly Appropriations Committee STATUS: 07/08/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12-0)	SUPPORT Support (Partial List): RCTC, SBCTA, Santa Clara Valley Transportation Authority, Self-Help Counties Coalition, and the Transportation Agency for Monterey County Oppose Unless Amended: San Luis Obispo Council of Governments, Santa Barbara County Association of Governments, and the Stanislaus Council of Governments.

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 498 (Hurtado -- D) Trade Corridors Improvement Fund: Grant Program</p>	<p>Requires the Transportation Commission to establish a competitive grant program to provide grants to the Department of Transportation or regional transportation planning agencies, or both, for short line railroad operators for railroad reconstruction, maintenance, upgrade, or replacement.</p>	<p>INTRODUCED: 2/21/2019 LAST AMEND: 05/21/2019 LOCATION: Assembly Transportation Committee STATUS: 06/06/2019 To ASSEMBLY Committee on TRANSPORTATION.</p>	<p>OPPOSE Support (Partial List): California Northern Railroad, San Diego & Imperial Valley Railroad, Pacific Sun Railroad Oppose: San Gabriel Valley Council of Governments, LA Metro, RCTC</p>
<p>SB 526 (Allen -- D) Regional Transportation Plans: Greenhouse Gas Emissions</p>	<p>Requires the State Board of Air Resources to adopt a regulation that requires a metropolitan planning organization to provide any data that the Board determines is necessary to fulfill the requirements of a specified report and to determine if the metropolitan planning organization is on track to meet its greenhouse gas emission reduction target deadline. Establishes an interagency working group to develop and implement a State Mobility Action Plan for Healthy Communities.</p>	<p>INTRODUCED: 2/21/2019 LAST AMEND: 04/30/2019 LOCATION: Senate Appropriations Committee STATUS: 05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.</p>	<p>OPPOSE Support (Partial List): American Lung Association, ActiveSGV, California Bicycle Coalition, Coalition for Clean Air, Asthma Coalition of LA County Oppose: CALCOG</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 732 (Allen -- D) South Coast Air Quality Management District	Authorizes the South Coast District Board to impose a transactions and use tax within the boundaries of the south coast district.	INTRODUCED: 2/22/2019 LAST AMEND: 04/30/2019 LOCATION: Senate Appropriations Committee STATUS: 05/13/2019 In SENATE Committee on APPROPRIATIONS: Not heard.	OPPOSE Support (Partial List): Coalition for Clean Air, Environmental Defense Fund, MoveLA Oppose (Partial List): San Bernardino County Transportation Authority, Orange County Taxpayers Association, California Business Roundtable

BILLS BEING MONITORED

▶ CA AB 47	<p>AUTHOR: Daly [D] TITLE: Driver Records: Points: Distracted Driving INTRODUCED: 12/03/2018 LAST AMEND: 06/26/2019 LOCATION: Senate Third Reading File SUMMARY: <i>Makes electronic device violations that occur within a certain number of months of a prior conviction for the same offense subject to a violation point against the driver's record.</i> STATUS: 07/09/2019 <i>In SENATE. Read second time. To third reading.</i> CATEGORY: Audits, Records, Reports, and Litigation</p>
▶ CA AB 51	<p>AUTHOR: Gonzalez [D] TITLE: Employment Discrimination: Enforcement INTRODUCED: 12/03/2018 LAST AMEND: 03/26/2019 COMMITTEE: Senate Appropriations Committee SUMMARY: Prohibits a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act or other specific statutes governing the receipt of any employment-related benefit. Prohibits an employer from harassing an employee for exercising those rights. STATUS: 07/09/2019 <i>From SENATE Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (7-1)</i> CATEGORY: Employment Terms and Conditions</p>
▶ CA AB 65	<p>AUTHOR: Petrie-Norris [D] TITLE: Coastal Protection: Climate Adaption INTRODUCED: 12/03/2018 LAST AMEND: 06/17/2019 COMMITTEE: Senate Appropriations Committee SUMMARY: <i>Requires specified things of the State Coastal Conservancy when it allocates any funding appropriated pursuant to the Global Warming Solutions Act, including that it prioritize projects that use natural infrastructure to help adapt to climate change. Requires the conservancy to provide information to the Office of Planning and Research on any projects funded to be considered for inclusion into the clearinghouse for climate adaption information. Authorizes the conservancy to provide technical assistance.</i> STATUS: 07/03/2019 <i>From SENATE Committee on GOVERNANCE AND FINANCE: Do pass to Committee on APPROPRIATIONS. (7-0)</i> CATEGORY: Environment</p>

▶ CA AB 74 AUTHOR: Ting [D]
 TITLE: Budget Act of 2019
 INTRODUCED: 12/03/2018
 LINE ITEM: 06/27/2019
 LOCATION: Chaptered
 SUMMARY:
Makes appropriations for the support of the government of the state and for several public purposes in accordance with certain provisions of the state Constitution. Relates to the State Budget Bill.
 STATUS:
 06/27/2019 Chaptered by Secretary of State. Chapter No. 2019-23
 CATEGORY: State Budget

▶ CA AB 101 AUTHOR: Assembly Budget Committee
 TITLE: Housing Development and Financing
 INTRODUCED: 12/03/2018
 LAST AMEND: 06/27/2019
 LOCATION: To Governor
 SUMMARY:
Requires the Attorney General to request that the court issue an order or judgment directing a violating jurisdiction to bring its housing element into substantial compliance. Requires the Department of Finance to maintain a list of programs for which a jurisdiction is ineligible if it fails to adopt a housing element that is found to be in substantial compliance with specified provisions of the Planning and Zoning Law, and post such on its website.
 STATUS:
 07/25/2019 *****To GOVERNOR.
 CATEGORY: State Budget

▶ CA AB 170 AUTHOR: Gonzalez [D]
 TITLE: Employment: Sexual Harassment: Liability
 INTRODUCED: 01/08/2019
 LAST AMEND: 06/13/2019
 LOCATION: Senate Third Reading File
 SUMMARY:
Requires a client employer to share with a labor contractor all civil legal responsibility and civil liability for harassment for all workers supplied by that labor contractor. Defines the terms client employers, labor contractor motion picture payroll services and employee leasing arrangement.
 STATUS:
 07/05/2019 In SENATE. Read second time. To third reading.
 CATEGORY: Employment Terms and Conditions

▶ CA AB 171 AUTHOR: Gonzalez [D]
 TITLE: Employment: Sexual Harassment
 INTRODUCED: 01/08/2019
 LAST AMEND: 07/03/2019
 LOCATION: *Senate Appropriations Committee*
 SUMMARY:
 Expands the scope of these provisions by defining "employer" for purposes of these provisions to mean any person employing another under any appointment or contract of hire and to include the state, political subdivisions of the state, and municipalities. Prohibits an employer from discharging or in any manner discriminating or retaliating against an employee because of the employee's status as a victim of sexual harassment, as defined by the California Fair Employment and Housing Act.
 STATUS:
 07/10/2019 *From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on APPROPRIATIONS. (4-1)*
 CATEGORY: Employment Terms and Conditions

▶ CA AB 185 AUTHOR: Grayson [D]
 TITLE: *Transportation and Transportation-related Policies*
 INTRODUCED: 01/10/2019
 LAST AMEND: 06/24/2019
 LOCATION: *Senate Appropriations Committee*
 SUMMARY:
Requires the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings to coordinate their implementation of policies that jointly affect transportation, housing, and air quality.
 STATUS:
 07/01/2019 *In SENATE Committee on APPROPRIATIONS: To Suspense File.*
 CATEGORY: Miscellaneous

▶ CA AB 285 AUTHOR: Friedman [D]
 TITLE: California Transportation Plan
 INTRODUCED: 01/28/2019
 LAST AMEND: 06/24/2019
 LOCATION: *Senate Appropriations Committee*
 SUMMARY:
 Requires the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a certain statewide reduction of greenhouse gas emissions below 1990 levels by the end of 2030 and attain the air quality goals described in state implementation plans required by the federal Clean Air Act.
 STATUS:
 07/08/2019 *In SENATE Committee on APPROPRIATIONS: To Suspense File.*
 CATEGORY: Environment

▶ CA AB 296 **AUTHOR:** Cooley [D]
TITLE: Climate Change: Climate Innovation Commission
INTRODUCED: 01/28/2019
LAST AMEND: 07/11/2019
LOCATION: Senate Appropriations Committee
SUMMARY:
Establishes the Climate Innovation Grant Program, to be administered by the Strategic Growth Council or another entity identified by the Council that it determines to have the appropriate skills necessary to successfully implement this program. Requires the Program to award grants for the development and research of new innovations and technologies that either reduce emissions of greenhouse gases or address impacts caused by climate change.
STATUS:
07/11/2019 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CATEGORY: Funding

CA AB 313 (Frazier), which pertained to Road Maintenance and Rehabilitation Account reports, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 314 **AUTHOR:** Bonta [D]
TITLE: Public Employment: Labor Relations: Release Time
INTRODUCED: 01/30/2019
LAST AMEND: 04/22/2019
LOCATION: Senate Appropriations Committee
SUMMARY:
Prescribes requirements relating to release time that would apply to all of the public employers and employees subject to specified labor relations laws. Repeals the provisions relating to release time in those acts. Requires these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities.
STATUS:
07/08/2019 In SENATE Committee on APPROPRIATIONS: To Suspense File.
CATEGORY: Employment Terms and Conditions

CA AB 352 (Garcia), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 355 **AUTHOR:** Daly [D]
TITLE: Public Employee Relations Board: Orange County
INTRODUCED: 02/04/2019
COMMITTEE: Senate Appropriations Committee
SUMMARY:
Requires employers and employees of the Orange County Transportation Authority to adjudicate complaints of specified labor violations before the Public Employment Relations Board (PERB) as an unfair practice and authorizes specified parties aggrieved by PERB's decision or order to petition for relief from that decision or order, as provided.
STATUS:
07/02/2019 From SENATE Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (7-2)
CATEGORY: Employment Terms and Conditions

▶ CA AB 752 AUTHOR: Gabriel [D]
 TITLE: Public Transit: Transit Stations: Lactation Rooms
 INTRODUCED: 02/19/2019
 LAST AMEND: 07/11/2019
 COMMITTEE: Senate Appropriations Committee
 SUMMARY:
Requires specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room.
 STATUS:
 07/11/2019 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
 CATEGORY: Miscellaneous

CA AB 753 (Garcia), which pertained to alternative and renewable fuel and vehicle technology, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 782 AUTHOR: Berman [D]
 TITLE: Environmental Quality Act: Exemption: Land Transfers
 INTRODUCED: 02/19/2019
 LAST AMEND: 05/28/2019
 LOCATION: *Assembly Unfinished Business - Concurrence in Senate Amendments*
 SUMMARY:
 Exempts from the California Environmental Quality Act the acquisition, sale, or other transfer of interest in land by a public agency for certain purposes, or the granting or acceptance of funding by a public agency for those purposes.
 STATUS:
 07/01/2019 *In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. (39-0)*
 CATEGORY: Environment

▶ CA AB 839 AUTHOR: Mullin [D]
 TITLE: Climate Adaption: Strategy
 INTRODUCED: 02/20/2019
 LAST AMEND: 06/26/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
Requires the Secretary of the Natural Resources Agency to review the Safeguarding California Plan, the state's climate adaptation strategy, and develop a strategic resiliency framework. Requires updates to the plan to include a review of the progress made implementing past plans and an evaluation of each lead agency's lead adaptation efforts. Creates the Resiliency through Adaption, Economic Vitality, and Equity Account for funding climate adaptation projects.
 STATUS:
 06/27/2019 *Withdrawn from SENATE Committee on INSURANCE, BANKING AND FINANCIAL INSTITUTIONS.*
 06/27/2019 *Re-referred to SENATE Committee on APPROPRIATIONS.*
 CATEGORY: Environment

▶ CA AB 891 AUTHOR: Burke [D]
 TITLE: Public Property: Safe Parking Program
 INTRODUCED: 02/20/2019
 LAST AMEND: 06/25/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
 Requires a city with a population greater than a specified number and each county, in coordination with cities and other entities, to establish a safe parking program that provides safe parking locations and options for individuals and families living in their vehicles. Requires a safe parking program to provide a bathroom facility and onsite security. Exempts a municipality that has a specified safe parking program administered by a nongovernmental entity operating in its jurisdiction from these requirements.
 STATUS:
 07/08/2019 In SENATE Committee on APPROPRIATIONS: To Suspense File.
 CATEGORY: Planning

▶ CA AB 903 AUTHOR: Levine [D]
 TITLE: Political Reform Act
 INTRODUCED: 02/20/2019
 ENACTED: 07/12/2019
 LOCATION: Chaptered
 SUMMARY:
 Provides that an exclusion from the definition of expenditure under the Political Reform Act does not apply to communications paid for with public moneys by a state or local government. Requires pre-election statements to disclose contributions and independent expenditures made to a state, county, or city general purpose committee or made to support or oppose a candidate measure appearing on the ballot as a specified election.
 STATUS:
 07/12/2019 Chaptered by Secretary of State. Chapter No. 2019-102
 CATEGORY: Audits, Records, Reports, and Litigation

CA AB 923 (Wicks), which pertained to the Bay Area Rapid Transit District, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 931 AUTHOR: Boerner Horvath [D]
 TITLE: Local Boards and Commission
 INTRODUCED: 02/20/2019
 LAST AMEND: 06/24/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
 Requires, in a city with a population of 50,000 or more, a board or commission with a certain number of nonelected and nonsalaried members to have a specified minimum number of members meet the definition of a woman, and would require no less than 50 percent of all members of the boards and commissions of the city to meet the definition of a woman.
 STATUS:
 07/09/2019 From SENATE Committee on JUDICIARY: Do pass as amended to Committee on APPROPRIATIONS. (6-1)
 CATEGORY: Miscellaneous

▶ CA AB 1017	AUTHOR:	Boerner Horvath [D]
	TITLE:	New or Modified Railroad Crossings: Approval
	INTRODUCED:	02/21/2019
	LAST AMEND:	04/23/2019
	LOCATION:	Senate Third Reading File
	SUMMARY:	Requires the Public Utilities, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings prior to the filing of an application to the commission.
	STATUS:	
	07/09/2019	In SENATE. Read second time. To third reading.
	CATEGORY:	Rail

▶ CA AB 1046	AUTHOR:	Ting [D]
	TITLE:	Air Quality Improvement Program: Clean Vehicles
	INTRODUCED:	02/21/2019
	LAST AMEND:	07/05/2019
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires the State Air Resources Board to develop a plan to provide for the continuous funding of the Clean Vehicle Rebate Project, to promote the use of zero emission vehicles by providing rebates for the purchase of new zero emission vehicles.
	STATUS:	
	07/09/2019	From SENATE Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS. (9-4)
	CATEGORY:	Environment

CA AB 1100 (Kamlager-Dove), which pertained to electric vehicles, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 1112 (Friedman), which pertained to shared mobility devices, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 1142 **AUTHOR:** Friedman [D]
TITLE: Regional Transportation Plans: *Transportation Network*
INTRODUCED: 02/21/2019
LAST AMEND: 07/11/2019
LOCATION: *Senate Appropriations Committee*
SUMMARY:
 Authorizes the inclusion of an indicator regarding measures of policies to increase use of existing transit in regional transportation plans. Requires, in an ongoing proceeding that deals with reporting requirements for TNC data, the commission to consider the needs of metropolitan planning organizations, state and regional transportation agencies, the State Air Resources Board, the transportation research community, and other relevant parties with regards to planning for the impact of TNC's.
STATUS:
 07/11/2019 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
CATEGORY: Miscellaneous

▶ CA AB 1184 **AUTHOR:** Gloria [D]
TITLE: Public Records: Writing Transmitted By Electronic Mail
INTRODUCED: 02/21/2019
LAST AMEND: 05/16/2019
COMMITTEE: *Senate Appropriations Committee*
SUMMARY:
 Requires a public agency for purposes of the California Public Records Act to retain and preserve for at least 2 years every writing containing information relating to the conduct of the public's business prepared, owned, or used by any public agency that is transmitted by electronic mail.
STATUS:
 07/09/2019 *From SENATE Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (7-1)*
CATEGORY: Audits, Records, Reports, and Litigation

▶ CA AB 1212 **AUTHOR:** Levine [D]
TITLE: Public Employees' Retirement: Pension Fund
INTRODUCED: 02/21/2019
LAST AMEND: 05/16/2019
LOCATION: *Senate Appropriations Committee*
SUMMARY:
 Requires a state agency that is responsible for infrastructure projects to produce a list of priority infrastructure projects for funding consideration by the retirement boards, as described, and to provide it to them. Requires a state agency also to provide further project information to a board upon request.
STATUS:
 06/26/2019 *From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on APPROPRIATIONS. (4-0)*
CATEGORY: Employment Terms and Conditions

▶ CA AB 1226 AUTHOR: Holden [D]
 TITLE: State Highways: Property Leases: Assessment
 INTRODUCED: 02/21/2019
 LAST AMEND: 06/12/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
 Requires the Department of Transportation to assess the feasibility of constructing facilities above highways built below grade in urban areas that would be made available and leased to a city, county, or other political subdivision or another state agency for affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of thereof.
 STATUS:
 07/09/2019 *From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (9-3)*
 CATEGORY: Planning

▶ CA AB 1237 AUTHOR: Aguiar-Curry [D]
 TITLE: Greenhouse Gas Reduction Fund: Guidelines
 INTRODUCED: 02/21/2019
 LOCATION: Senate Third Reading File
 SUMMARY:
 Requires an agency that receives an appropriation from the Greenhouse Gas Reduction Fund to post on its internet website the agency's guidelines, as specified, for how moneys from the fund are allocated.
 STATUS:
 06/27/2019 *In SENATE. From Consent Calendar. To third reading.*
 CATEGORY: Funding

▶ CA AB 1266 AUTHOR: Rivas R [D]
 TITLE: Traffic Control Devices: Bicycles
 INTRODUCED: 02/21/2019
 LAST AMEND: 06/12/2019
 LOCATION: Senate Third Reading File
 SUMMARY:
Exempts from the prohibition drivers of bicycles traveling straight through an intersection, if an official traffic control device indicates that the movement is permitted.
 STATUS:
 06/25/2019 *In SENATE. Read second time. To third reading.*
 CATEGORY: Active Transportation

CA AB 1286 (Muratsuchi), which pertained to shared mobility devices, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 1351 **AUTHOR:** Lackey [R]
TITLE: Paratransit and Dial a Ride Services: *Assessment*
INTRODUCED: 02/22/2019
LAST AMEND: 06/14/2019
LOCATION: *Senate Appropriations Committee*
SUMMARY:
Requires the Transportation Agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator's similar dial-a-ride and paratransit services. Requires the agency to publish the assessment on its internet website.
STATUS:
07/09/2019 *From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-0)*
CATEGORY: Transit

CA AB 1413 **AUTHOR:** Gloria [D]
TITLE: Transportation: Local Transportation Authorities
INTRODUCED: 02/22/2019
LOCATION: *Senate Second Reading File*
SUMMARY:
Authorizes a local transportation authority to impose a tax applicable to only a portion of its county if two thirds of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, for the benefit of, the portion of the county to which the tax would apply.
STATUS:
07/10/2019 *From SENATE Committee on GOVERNANCE AND FINANCE: Do pass as amended. (4-1)*
CATEGORY: Funding

CA AB 1457 (Reyes), which pertained to an Omnitrans Transit District, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 1486 **AUTHOR:** Ting [D]
TITLE: Surplus Land
INTRODUCED: 02/22/2019
LAST AMEND: 06/27/2019
LOCATION: *Senate Appropriations Committee*
HEARING: 08/12/2019 10:00 am
SUMMARY:
Expands the definition of local agency to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state, and any instrumentality thereof, that is empowered to acquire and hold real property, thereby requiring these entities to comply with requirements for the disposal of surplus land.
STATUS:
07/03/2019 *Withdrawn from SENATE Committee on GOVERNANCE AND FINANCE.*
07/03/2019 *Re-referred to SENATE Committee on APPROPRIATIONS.*
CATEGORY: Miscellaneous

▶ CA AB 1560 **AUTHOR:** Friedman [D]
TITLE: *Transportation: Major Transit Stop*
INTRODUCED: 02/22/2019
LAST AMEND: 07/08/2019
LOCATION: *Senate Appropriations Committee*
SUMMARY:
Revises the definition of major transit stop to include a bus rapid transit station with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods. Increases the frequency of service interval to 20 minutes with respect to the intersection of 2 or more major bus routes.
STATUS:
07/08/2019 *From SENATE Committee on APPROPRIATIONS with author's amendments.*
07/08/2019 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
CATEGORY: Transit

▶ CA AB 1580 **AUTHOR:** Levine [D]
TITLE: Major Infrastructure Construction Projects
INTRODUCED: 02/22/2019
LAST AMEND: 07/01/2019
LOCATION: *Senate Appropriations Committee*
SUMMARY:
Requires a state agency undertaking a publicly funded transportation infrastructure construction project that is estimated to cost a specified amount or more to form an oversight committee, as provided, and to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks.
STATUS:
07/01/2019 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
CATEGORY: Audits, Records, Reports, and Litigation

CA AB 1605 (Ting), which pertained to a reservation and pricing pilot program in San Francisco, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 1614 **AUTHOR:** Gipson [D]
TITLE: Vehicles: License Plate Pilot Program
INTRODUCED: 02/22/2019
LOCATION: *Senate Third Reading File*
SUMMARY:
Extends the authorization to conduct a license plate pilot program until January 1, 2021, and would authorize the Department of Motor Vehicles, if it conducts any pilot program to evaluate the inclusion of participants in the Business Partner Automation Program.
STATUS:
07/09/2019 *In SENATE. Read second time. To third reading.*
CATEGORY: Miscellaneous

▶ CA AB 1633 AUTHOR: Grayson [D]
 TITLE: Regional Transportation Plans: Traffic Signals
 INTRODUCED: 02/22/2019
 LAST AMEND: 06/26/2019
 LOCATION: Senate Appropriations Committee
 HEARING: 08/12/2019 10:00 am
 SUMMARY:
 Authorizes each city located within the jurisdiction of Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan intended to reduce *emissions of greenhouse gases, criteria air pollutants, and toxic air contaminants*, and to reduce travel times, the number of stops, and fuel use.
 STATUS:
 06/27/2019 *Withdrawn from SENATE Committee on ENVIRONMENTAL QUALITY.*
 06/27/2019 *Re-referred to SENATE Committee on APPROPRIATIONS.*
 CATEGORY: Miscellaneous

▶ CA AB 1671 AUTHOR: Berman [D]
 TITLE: Department of Transportation
 INTRODUCED: 02/22/2019
 LAST AMEND: 06/26/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
Extends the operation of provisions requiring the Department of Transportation to report its findings from testing of technologies that enable drivers to safely operate motor vehicles with a specified distance between each vehicle or combination of vehicles that also includes any recommendations for subsequent actions that should be taken with regard to tested technologies.
 STATUS:
 07/08/2019 *In SENATE Committee on APPROPRIATIONS: To Suspense File.*
 CATEGORY: Audits, Records, Reports, and Litigation

▶ CA AB 1730 AUTHOR: Gonzalez [D]
 TITLE: Regional Transportation Plans
 INTRODUCED: 02/22/2019
 LAST AMEND: 04/25/2019
 LOCATION: Senate Third Reading File
 SUMMARY:
 Requires the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by SANDAG to remain in effect for all purposes until SANDAG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2021.
 STATUS:
 06/25/2019 *In SENATE. Read second time. To third reading.*
 CATEGORY: Planning

▶ CA AB 1736 AUTHOR: Daly [D]
 TITLE: Internet Posting Requirements
 INTRODUCED: 02/22/2019
 LAST AMEND: 07/03/2019
 LOCATION: Senate Appropriations Committee
 SUMMARY:
Requires a local agency to create and maintain a policy for notifying the apparent low bidder, and the subcontractors listed by the apparent low bidder, within a reasonable time after the bid opening.
 STATUS:
 07/10/2019 *From SENATE Committee on GOVERNANCE AND FINANCE:
 Do pass to Committee on APPROPRIATIONS. (7-0)*
 CATEGORY: Audits, Records, Reports, and Litigation

▶ CA AB 1768 AUTHOR: Carrillo [D]
 TITLE: Prevailing Wage: Public Works
 INTRODUCED: 02/22/2019
 LAST AMEND: 03/21/2019
 LOCATION: Senate Third Reading File
 SUMMARY:
Expands the definition of public works to include work conducted during site assessment or feasibility studies. Specifies that preconstruction work, including design, site assessment, feasibility studies, and land surveying, is deemed to be part of a public work, regardless of whether any further construction work is conducted.
 STATUS:
 07/02/2019 *In SENATE. Read second time. To third reading.*
 CATEGORY: Employment Terms and Conditions

CA AB 1770 (Frazier), which pertained to tire recycling programs, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA AB 1810 AUTHOR: Assembly Transportation Committee
 TITLE: Transportation: Omnibus Bill
 INTRODUCED: 03/04/2019
 LAST AMEND: 06/17/2019
 COMMITTEE: Senate Appropriations Committee
 SUMMARY:
Excludes the California Transportation Commission from the Transportation Agency. Establishes it as an entity in state government. Requires it to act in an independent oversight role. Extends the Department of General Services authorization to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation. Increases the cap on the total value of vehicles and equipment purchased through best value procurement authorization.
 STATUS:
 07/09/2019 *From SENATE Committee on GOVERNMENTAL
 ORGANIZATION: Do pass to Committee on
 APPROPRIATIONS. (15-0)*
 CATEGORY: Funding

▶ CA SB 1 **AUTHOR:** Atkins [D]
TITLE: Environmental, Public Health, and Workers Defense Act
INTRODUCED: 12/03/2018
LAST AMEND: 07/01/2019
COMMITTEE: *Assembly Appropriations Committee*
SUMMARY:
Enacts the California Environmental, Public Health, and Workers Defense Act, which prohibits a state or local agency from amending or revising its rules to be less stringent than the federal baseline standards pertaining to environmental protection.
STATUS:
07/09/2019 *From ASSEMBLY Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (8-2)*
CATEGORY: Environment

▶ CA SB 5 **AUTHOR:** Beall [D]
TITLE: Affordable Housing and Community Development Investment
INTRODUCED: 12/03/2018
LAST AMEND: 06/17/2019
LOCATION: *Assembly Appropriations Committee*
SUMMARY:
Establishes the Affordable Housing and Community Development Investment Program. Authorizes various agencies and special districts to apply for participation in the program. Establishes criteria for participation and provides that eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and projects promoting strong neighborhoods. Provides for property tax revenue.
STATUS:
07/10/2019 *From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass as amended to Committee on APPROPRIATIONS. (6-0)*
CATEGORY: Funding

CA SB 25 (Caballero), which pertained to CEQA, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA SB 43 (Allen), which pertained to carbon taxes, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► CA SB 44 **AUTHOR:** Skinner [D]
TITLE: Medium and Heavy Duty Vehicles: Comprehensive Strategy
INTRODUCED: 12/03/2018
LAST AMEND: 06/19/2019
COMMITTEE: Assembly Appropriations Committee
SUMMARY:
Requires the State Air Resources Board, in consultation with certain entities, to update the mobile source strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions from the medium- and heavy-duty vehicle sector. Requires the board to recommend reasonable and achievable goals for reducing emissions.
STATUS:
07/08/2019 From ASSEMBLY Committee on NATURAL RESOURCES: Do
pass to Committee on APPROPRIATIONS. (9-2)
CATEGORY: Environment

CA SB 50 (Wiener), which pertained to planning and zoning incentives, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► CA SB 59 **AUTHOR:** Allen [D]
TITLE: Automated Vehicle Technology: Statewide Policy
INTRODUCED: 12/19/2018
LAST AMEND: 07/03/2019
LOCATION: Assembly Appropriations Committee
SUMMARY:
Requires the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.
STATUS:
07/10/2019 From ASSEMBLY Committee on COMMUNICATIONS AND
CONVEYANCE: Do pass to Committee on APPROPRIATIONS.
(10-1)
CATEGORY: Miscellaneous

► CA SB 87 **AUTHOR:** Assembly Budget and Fiscal Review Committee
TITLE: Transportation
INTRODUCED: 01/10/2019
ENACTED: 06/27/2019
LOCATION: Chaptered
SUMMARY:
Requires the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. Requires the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation.
STATUS:
06/27/2019 Chaptered by Secretary of State. Chapter No. 2019-32
CATEGORY: State Budget

▶ CA SB 168 **AUTHOR:** Wieckowski [D]
TITLE: *Climate Change: Chief Climate Resilience Officer*
INTRODUCED: 01/28/2019
LAST AMEND: 06/27/2019
COMMITTEE: *Assembly Appropriations Committee*
SUMMARY:
Establishes the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation and would specify the duties of the chief officer.
STATUS:
06/27/2019 *In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
CATEGORY: Planning

▶ CA SB 197 **AUTHOR:** Beall [D]
TITLE: Department of Transportation: Retention Proceeds
INTRODUCED: 01/31/2019
LOCATION: *Assembly Appropriations Committee*
SUMMARY:
Deletes the repeal provision of existing law prohibiting the Department of Transportation, until 1/1/2020 from withholding retention proceeds when making progress payments for work performed by a contractor, thereby making the prohibition operative indefinitely.
STATUS:
07/01/2019 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)*
CATEGORY: Funding

▶ CA SB 211 **AUTHOR:** Beall [D]
TITLE: State Highways: Leases
INTRODUCED: 02/04/2019
LAST AMEND: 03/19/2019
LOCATION: *Assembly Appropriations Committee*
SUMMARY:
Authorizes the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes, that is not excess property, to the city or county in which the airspace or real property is located, or to a political subdivision of the city or county, for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels.
STATUS:
07/08/2019 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)*
CATEGORY: Planning

CA SB 336 (Dodd), which pertained to automated transit vehicles, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA SB 355 **AUTHOR:** Portantino [D]
TITLE: Joint Powers Agencies: Meetings
INTRODUCED: 02/19/2019
LAST AMEND: 07/10/2019
LOCATION: Assembly Third Reading File
SUMMARY:
Authorizes the Clean Power Alliance of Southern California, or its successor entity, to adopt a policy or bylaw or include in its joint power agreement a provision that authorizes both a designated alternate member of its legislative body who is not a member of the legislative body of a local agency member, and who is attending a properly noticed meeting of the Clean Power Alliance of Southern California.
STATUS:
07/11/2019 *In ASSEMBLY. Read second time. To third reading.*
CATEGORY: Miscellaneous

▶ CA SB 358 **AUTHOR:** Transportation Committee
TITLE: Transportation
INTRODUCED: 02/20/2019
LAST AMEND: 07/02/2019
COMMITTEE: Assembly Appropriations Committee
SUMMARY:
Requires, for an eligible city or county that has not met its minimum expenditure requirement, the Controller to withhold from its apportionment for a fiscal year following an audit an amount up to the amount of funds that the city or county received during the fiscal year that was audited and be reapportioned with cities or counties in compliance. Updates the noise level testing standards for motor vehicle exhaust systems.
STATUS:
07/08/2019 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)*
CATEGORY: Funding

▶ CA SB 397 **AUTHOR:** Glazer [D]
TITLE: Public Transit Operators: Passengers with Pets
INTRODUCED: 02/20/2019
LAST AMEND: 06/17/2019
LOCATION: Assembly Appropriations Committee
SUMMARY:
Requires the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order.
STATUS:
07/01/2019 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)*
CATEGORY: Transit

▶ CA SB 400 AUTHOR: Umberg [D]
 TITLE: Reduction of Greenhouse Gases Emissions: Mobility
 INTRODUCED: 02/20/2019
 LOCATION: *Assembly Appropriations Committee*
 SUMMARY:
 Provides that the term mobility option also includes bike sharing and electric bicycles under the Clean Cars 4 All Program.
 STATUS:
 07/01/2019 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14-0)*
 CATEGORY: Active Transportation

▶ CA SB 405 AUTHOR: Archuleta [D]
 TITLE: Reclaimed Asphalt Pavement: County of Los Angeles
 INTRODUCED: 02/20/2019
 LAST AMEND: 07/01/2019
 LOCATION: *Assembly Inactive File*
 SUMMARY:
 Requires the Department of Public Works of the County of Los Angeles to create a pilot project to demonstrate the viability of paving streets, roads and highways with hot mix asphalts composed as specified. Requires the pilot project to be conducted on streets, roads, and highways in the county and would require specific project sites in the county to be determined by the appropriate and usual process of the county.
 STATUS:
 07/11/2019 *In ASSEMBLY. To Inactive File.*
 CATEGORY: Miscellaneous

▶ CA SB 531 AUTHOR: Glazer [D]
 TITLE: Local Agencies: Retailers
 INTRODUCED: 02/21/2019
 LAST AMEND: 04/29/2019
 LOCATION: *Assembly Third Reading File*
 SUMMARY:
 Prohibits a local agency from entering into any form of agreement that would result in the payment, transfer, diversion, or rebate of Bradley Burns local tax revenues to any retailer in exchange for the retailer locating or continuing to maintain a sales nexus within the territorial jurisdiction of the local agency if the sales nexus would generate revenue from the sale of tangible property delivered to and received by the purchaser in that jurisdiction.
 STATUS:
 07/10/2019 *In ASSEMBLY. Read second time. To third reading.*
 CATEGORY: Miscellaneous

CA SB 662 (Archuleta), which pertained to green electrolytic hydrogen, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ CA SB 664

AUTHOR: Allen [D]
TITLE: Electronic Toll and Transit Fare Collection Systems
INTRODUCED: 02/22/2019
LAST AMEND: 06/10/2019
LOCATION: Assembly Appropriations Committee
SUMMARY:
Authorizes a toll facility to require a vehicle owner or user of a toll facility to purchase, use, or install a second device to take advantage of a toll discount. Provides that a transportation agency is not prohibited from using or providing personally identifiable information to any other person or entity for the sole purpose of operating and managing an electronic toll collection or electronic transit fare collection system.
STATUS:
07/09/2019 From ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION: Do pass as amended to ASSEMBLY Committee on APPROPRIATIONS. (11-0)
CATEGORY: Managed Lanes/Toll Facilities

▶ CA SJR 5

AUTHOR: Beall [D]
TITLE: California Transportation Infrastructure
INTRODUCED: 03/07/2019
LAST AMEND: 06/17/2019
COMMITTEE: Assembly Third Reading File
SUMMARY:
Urges the Congress and the President of the United States to work together to enact the robust bipartisan federal infrastructure legislation necessary to restore California's and other states' crumbling road and freight infrastructure, respond to growing traffic congestion, and increase investment in public transportation, most particularly, by expanding paratransit services for the elderly and those with special needs.
STATUS:
07/05/2019 In ASSEMBLY. From Consent Calendar. To third reading.
CATEGORY: Miscellaneous



August 15, 2019

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

A handwritten signature in blue ink, appearing to be "DJ", is written over the "From:" line of the memo.

Overview

Updates are provided on the federal budget, surface transportation reauthorization, and a pending rulemaking on fuel efficiency standards. Overviews of oversight efforts on federally-funded transportation projects and the implementation of positive train control are also included.

Recommendation

Receive and file as an information item.

Discussion

Federal Funding Update

On July 22, 2019, the President, the Secretary of the Treasury, and the Speaker of the House announced a two-year budget deal to remove any potential procedural hurdles from the budget process for the remainder of the 116th Congress. The compromise increased procedural limits on discretionary spending, known as sequestration, and raised the debt ceiling. Absent a deal, the procedural spending limits would have greatly constrained funding bills, both for defense and non-defense programs. The budget deal increases the spending limits for non-defense programs by \$24.5 billion for the upcoming fiscal year, an approximately four percent increase over current non-defense spending levels. The budget deal also provided a roughly similar increase for the following fiscal year as well. This additional spending capacity will allow for more funding to be utilized for federal transportation programs over the course of the next two years. In addition, the budget deal also suspended the debt limit until July 31, 2021, avoiding the financial consequences of a default for years to come.

The budget deal passed the House on July 25, 2019, by a vote of 284-149. The Senate passed the measure on August 1, 2019, by a vote of 67-28, and it was signed by the President on August 2, 2019. Since budget agreements do not obligate funds, Congress must still pass funding bills before the end of the fiscal year on September 30, 2019, to avoid a partial government shutdown. It is worth noting, however, that the budget deal removes a potentially complex procedural hurdle that could make it more difficult to pass a transportation funding bill. Staff will continue to monitor the appropriations process and provide updates as funding bills continue to move through the legislative process.

Beginning of the Surface Transportation Reauthorization Process

On July 30, 2019, the Senate Environment and Public Works Committee held a markup of its portion of a surface transportation reauthorization bill, notably the provisions governing federal highway programs. This markup is the first legislative activity in the surface transportation reauthorization process. The bill considered at the markup would provide \$287 billion over five years solely for highway programs. By comparison, the last surface transportation bill, the Fixing America's Surface Transportation (FAST) Act, authorized \$305 billion for all federal transportation programs over a similar timeframe. The bill would reauthorize, and increase funding capacity, for existing federal highway programs, notably the Surface Transportation Block Grant and the Congestion Mitigation and Air Quality Improvement Program, that the Orange County Transportation Authority (OCTA) uses to improve freeways, streets, and roads in Orange County. While the bill makes minor changes, it does not significantly alter the structure of federal highway programs. Aside from the funding increases, the bill also contained the following provisions:

- The bill would streamline the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program. The reforms were based on a bill supported by OCTA, S. 353 (Cornyn, R-TX), and other recommendations that OCTA made to Congressional staff. Perhaps most importantly, the bill would remove from future TIFIA loans the requirement that public agencies prepay certain secured loans, eliminating a burdensome obligation that undermines the value provided by the TIFIA program and limits investment in additional transportation infrastructure. OCTA is actively involved in the TIFIA policy discussions and will continue to be a leader on this issue throughout the reauthorization process.
- The proposal would also codify the "One Federal Decision" policy in order to streamline the various environmental and project reviews required under federal law so that project sponsors can be issued a single environmental decision within two years. This policy was advocated for by OCTA's Breaking Down Barriers Report and subsequent Follow-on Study.

- The bill marks the first time a reauthorization bill includes a title dedicated to climate resiliency. The bill invests \$4.9 billion over five years to protect roads and bridges from natural disasters and \$1 billion over the course of the bill for alternative fuel infrastructure. Staff will work with stakeholders to thoroughly analyze the eligibility requirements and consequences of these policies, specifically to ensure that this funding benefits transportation investments.
- The bill would also eliminate the \$7.6 billion rescission in the FAST Act. At the markup, a standalone legislative vehicle that would immediately repeal the rescission was approved by a voice vote.

This reauthorization proposal passed through the Environment and Public Works Committee by a unanimous 21 to 0 vote. The bill must be considered by the Banking, Housing, and Urban Affairs Committee; the Commerce, Science, and Technology Committee; and the Finance Committee before it can proceed to the Senate floor. The bill currently does not contain any type of mechanism to address the long-term structural deficit facing the highway trust fund, nor does it provide any details on how to fund the proposed spending increases. Leadership of the tax-writing committees, which are responsible for authorizing such revenues, have not provided concrete funding proposals. How a transportation bill will be funded is largely seen as the most controversial part of passing a surface transportation bill. Congress must enact legislation, or an extension, before the FAST Act's expiration on September 30, 2020. Staff will continue to monitor any developments pertaining to this legislation and provide additional updates as the surface transportation reauthorization process continues.

Update on Pending Rulemaking on Passenger Vehicle Emissions

On July 25, 2019, Governor Gavin Newsom announced that California had reached a voluntary agreement with four automobile manufacturers – Ford, Honda, BMW of North America, and Volkswagen Group of America – on annual reductions for vehicle tailpipe emissions. The pending Safer Affordable Fuel Efficient (SAFE) Vehicles Rule would freeze fuel economy standards for new cars at 2020 levels through model year 2026. Per this agreement, the four automakers would voluntarily continue to improve fuel efficiency through model year 2026, although the fuel efficiency improvements would be less than the reductions envisioned in previous emissions rules. While this compromise would make it easier for California to meet environmental goals, it does not resolve the issues created by the SAFE Vehicles Rule, notably the rescinding of California's preemption waiver and the required approval of the air quality model developed by the Air Resources Board. As such, the final version of the SAFE Vehicles Rule, which had not yet been released as of the writing of this staff report, could still have significant impacts on OCTA's planning activities. Administration

officials have derided the compromise reached with the four auto producers, claiming that the SAFE Vehicles Rule is necessary to implement a single, national fuel efficiency standard. Members of the House Energy and Commerce Committee wrote a bipartisan letter, included as Attachment A, urging leaders in both the federal government and California to return to the negotiating table. Unfortunately, litigation on the rule appears likely, which means there is still a great deal of uncertainty on this issue. Staff will continue to provide updates as the situation develops.

Oversight of Federal Transportation Investments

Over the last month, two Government Accountability Office (GAO) reports were released and one Congressional hearing was held that focused on the oversight of federally-funded transportation programs, including, but not limited to, the Capital Investment Grant (CIG) program and the Infrastructure for Rebuilding America (INFRA) discretionary grant program.

On July 16, 2019, the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit held a hearing entitled, "Oversight of the Federal Transit Administration's (FTA) Implementation of the CIG Program." This hearing was the product of a survey of project sponsors conducted by the Transportation and Infrastructure Committee in order to examine the CIG review process. At the hearing, Acting FTA Administrator K. Jane Williams, as well as another panel of witnesses featuring key stakeholders, answered questions about the FTA's delivery of CIG projects. Chair Peter A. DeFazio (D-OR) expressed concerns over the delays and barriers in the CIG process, while Subcommittee Chair Eleanor Holmes Norton (D-DC) highlighted the increased demand for CIG funds. Acting Administrator Williams shared that FTA is moving projects through the program, providing that several grant agreements have been signed by this Administration. Representative Alan Lowenthal (D-Long Beach) asked about the costs of process delays, specifically referencing the OC Streetcar project. Acting Administrator Williams articulated that there were no projects currently awaiting her approval and that the FTA communicates thoroughly with project sponsors to help control costs increases. There were several actions suggested by the other witnesses, such as establishing a fixed CIG share, clarifying the TIFIA share, and changing the risk assessment process.

Similarly, the GAO has provided recommendations for the Administration through two reports on transportation investments. The first GAO report, entitled "Rail Transit: FTA Could Improve Information on Estimating Project Costs," examined the FTA's role in assisting rail transit project sponsors with cost estimations, largely through the use of CIG project data. The GAO report found that the FTA substantially met a majority of GAO's goals for cost estimate best practices. The report did find, however, that FTA did not meet all of GAO's goals.

The report discusses how FTA does not sufficiently assist project sponsors with the evaluation and incorporation of risk and uncertainty in cost estimates. The report also found that FTA did not include guidelines or other information about how project sponsors should adequately assess a risk factor's effect on cost, also known as a sensitivity analysis. In addition to addressing these issues, the report goes on to recommend that FTA create a "central, easily accessible source" for all of FTA's cost estimate information.

The second GAO report, entitled "Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in the Department of Transportation's Application Evaluations," pertains to the process for reviewing applications under the INFRA discretionary grant program. The report found a lack of transparency in follow-up with project sponsors, including uncertainty as to why certain INFRA applicants were given the opportunity to supplement their applications with additional information. The report also found it difficult to determine how the merit criteria was used in advancing projects to the final award stage. The issues detailed in this report are consistent with previous findings from the GAO about the management of other competitive discretionary grant programs. As such, the GAO has included recommendations for the Administration to both communicate and document the rationale for decisions made during future INFRA funding cycles. The GAO has also noted that Congress should consider including language in the next surface transportation reauthorization bill that would require the development and implementation of transparency measures for the project selection process.

Positive Train Control Implementation

On July 31, 2019, the Senate Commerce, Science and Transportation Committee held a hearing entitled, "Next Steps for Positive Train Control (PTC) Implementation." At the hearing, witnesses from the Federal Railroad Administration (FRA) and GAO spoke about the progress towards and challenges in full PTC implementation by the December 31, 2020, statutory deadline. FRA Administrator Ronald L. Batory testified that PTC systems are in operation on approximately 87 percent of applicable route miles, with revenue service demonstration occurring on at least 718 route miles. Administrator Batory did note significant challenges remain in achieving PTC interoperability, which is defined as successful communication between host and tenant locomotives operating on the same segment of track. Only 17 percent of applicable host-tenant relationships are currently achieving PTC interoperability. At the hearing, witnesses also discussed a recent GAO report, entitled "PTC: As Implementation Progresses, Focus Turns to the Complexities of Achieving System Interoperability." The GAO report found that PTC implementation could be complicated by vendor and software issues. The GAO recommended that a risk-based approach be used to prioritize agency resources given that the FRA faces workload challenges through 2020 in realizing full PTC implementation.

Summary

Updates are provided on federal funding, surface transportation reauthorization, and a pending rulemaking on vehicle emissions. Overviews are also provided of the oversight of federally-funded transportation projects and positive train control implementation.

Attachments

- A. Letter from leaders of the House Energy and Commerce Committee to the Honorable Andrew Wheeler and the Honorable Elaine Chao, dated June 25, 2019
- B. Potomac Partners DC, Monthly Legislative Report – June 2019
- C. Potomac Partners DC, Monthly Legislative Report – July 2019

Prepared by:



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Congress of the United States
Washington, DC 20515

June 25, 2019

The Honorable Andrew Wheeler
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Administrator Wheeler and Secretary Chao:

On June 20, 2019, the House Energy and Commerce Committee had a hearing on fuel economy and GHG. Your teams from EPA and NHTSA testified, as did Mary Nichols from California and a range of stakeholders who care about affordability, innovation and environmental progress.

What's clear is that there is a bipartisan commitment in the Committee in the idea of returning to the negotiating table. We know that there are different views about the Constitution, the importance of climate and how best to make sure the economics of the auto sector are strong, along with the traditional and vital question of road safety.

But what came out of the hearing, for many of us, was the idea that the end goal is one we all share, and one we know you support as well – and that is to make sure that manufacturing remains strong, that cars are affordable to Americans and that we do everything we can to make travel safe and clean.

Bipartisanship is difficult sometimes and this issue is no exception. Yet we are united by the view that there is a common sense solution here that both parties can embrace, and that Washington and California can endorse.

We think folks of good faith can get together, even at this complicated time in D.C., and find a solution that is good for this country. We hope you agree, and that you would support an effort to find common ground.

Sincerely,



Debbie Dingell
Member of Congress



Fred Upton
Member of Congress



Paul Tonko
Member of Congress



John Shimkus
Member of Congress



Monthly Legislative Report – June 2019

June Advocacy Meetings

Congressman Harley Rouda (D-CA) – We met with Congressman Rouda’s senior staff multiple times this month to discuss OCTA’s Buses and Bus Facilities grant application at FTA and a delegation support letter that was circulated to members of the OC delegation. We also followed-up on our discussions regarding [HR 2164](#) – *Green Bus Act of 2019*. The Congressman signed onto this bill as a cosponsor at the beginning of the month. We also discussed his legislation ([H.R. 2739](#) – *Transit Infrastructure Vehicle Security Act*) which would prohibit the use of federal dollars to purchase Chinese manufactured rolling stock. The bill would also require transit operators to develop and implement a cybersecurity risk management plan. This bill has been gaining bipartisan support in the House, with 16 cosponsors added in June. Parts of this bill were included in the FY 2020 Senate NDAA. We also discussed the timeline for a surface transportation reauthorization and the possibility that Congress may need to pass an extension in 2020. We also discussed support for OCTA’s BUILD grant application for the State Route 55 Improvement Project and the ongoing aviation fuel tax issue with the FAA that impacts self-help counties.

Congresswoman Grace Napolitano (D-CA) – We met with Congresswoman Napolitano and her staff to follow-up on her introduction of [H.R. 2939](#) to address the aviation fuel tax issues. We discussed work with the Orange County delegation to build support for the legislation and the timeline for the bill in the House. We discussed the Congresswoman’s colloquy on the House floor during debate on the THUD Appropriations bill and some potential follow up from the State of CA Department of Finance with the Federal Aviation Administration that could provide another avenue to resolve the issue. We also discussed the timeline for a surface transportation reauthorization in the House and their discussions with the Senate Commerce Committee regarding a timeline for a conference committee to negotiated differences.

Congressman Lou Correa (D-CA) – We met with Congressman Correa and his staff this month to discuss OCTA’s Buses and Bus Facilities grant application at the Federal Transit Administration (FTA) and the delegation support letter being spearheaded by Congressman Rouda (D-CA). We discussed support for Congresswoman Napolitano’s (D-CA) legislation (H.R. 2939) to address aviation fuel taxes. We also discussed the surface transportation reauthorization and the possibility that there may need to be an extension in 2020. We also discussed support for OCTA’s BUILD grant application for the State Route 55 Improvement Project.

Congressman Gil Cisneros (D-CA) – We met with senior staff in Congressman Cisneros’ office to discuss signing-on to Congressman Rouda’s letter of support for OCTA’s Buses and Bus Facilities grant application at FTA. We also discussed support

for Congresswoman Napolitano's legislation to address the aviation fuel issue. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez's staff this month to follow-up on our discussions on OCTA's projects of interest to include work on the I-5 and I405 capacity expansion. We also discussed the outlook for the tax extenders bill that would extend the alternative fuel tax credit. In a subsequent follow up meeting, we discussed the timeline for a surface transportation reauthorization in the House and the possibility of a short-term bill as well as OCTA's support letter to FTA regarding OCTA's pending Buses and Bus Facilities grant application. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Congressman Alan Lowenthal (D-CA) – We met with Congressman Lowenthal's staff to discuss the support for OCTA's Low-No grant application, as well as support for our Buses and Bus Facility grant application at FTA. We discussed ongoing support for Congresswoman Napolitano's legislation to address the aviation fuel tax issue. We also discussed House T&I Committee's timeline for a surface transportation reauthorization. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Congressman Mike Levin (D-CA) – We met with Congressman Levin's staff several times this month regarding OCTA's FTA's Low-No grant request. We also discussed support for OCTA's Buses and Bus Facilities grant application and the delegation support letter led by Congressman Rouda. We also discussed the need for TIFIA reforms and support for OCTA provisions in any upcoming surface transportation reauthorization legislation. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Congresswoman Katie Porter (D-CA) – We met with Congresswoman Porter's senior staff this month to discuss support for OCTA's Buses and Bus Facilities grant application and the delegation support letter by Congressman Rouda. We also discussed support for TIFIA reform legislation and followed-up on our Low-No grant application. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Senator Dianne Feinstein (D-CA) – We met with Senator Dianne Feinstein's staff numerous times this month to discuss the timeline for FY20 appropriations in the Senate and the timeline for a deal on budget caps. We discussed support for Senator Cornyn's TIFIA reform legislation. We also discussed the timeline for the Senate's version of a surface transportation reauthorization and the possibility that Congress may need to pass an extension in 2020. We also discussed support for OCTA's BUILD grant application for the State Route 55 Improvement Project.

Congresswoman Julia Brownley (D-CA) – We met with staff to Congresswoman Brownley to discuss her Green Bus Act legislation. We discussed their timeline for the bill and possible companion bills in the Senate.

Ranking Member Sam Graves (R-MO) - We met with Ranking Member Graves' staff to follow-up on next steps on the Surface Transportation Reauthorization and possible funding mechanisms for the bill. We also discussed support for OCTA projects at DOT, such as the SR-55 Improvement Project and the regional and national impacts of goods movement through Orange County.

House Transportation and Infrastructure Committee – We met with senior Majority staff on the House Transportation and Infrastructure Committee this month to discuss possible TIFIA reform legislation. We also discussed the opportunity to include TIFIA reforms in the upcoming surface transportation reauthorization or a stand-alone bill.

Senate Environment and Public Works Committee – We met with senior majority and minority staff on the Senate EPW Committee to discuss TIFIA reform legislation to include additions to the bill introduced by Senators Cornyn and Kaine. We discussed including additional TIFIA reforms in the surface transportation reauthorization and the current outlook for the bill's timeline.

FY19 Budget and Appropriations Update

On June 11th the House Appropriations Committee approved their Homeland Security and Financial Services-General Government spending bills, reaching their goal of having all twelve appropriations bills approved by the Committee in June. On June 19th, the House passed the first of three minibuses by a vote of 226-203. The four-bill minibus spending package ([H.R. 2740](#)) includes four individual appropriations bills:

1. Labor-HHS-Education
2. Defense
3. State & Foreign Operations
4. Energy and Water Development

The White House issued a veto threat for the nearly \$1 trillion spending package saying “These 600+ pages under fund key administration priorities and over fund wasteful spending like foreign aid, and contain countless provisions rolling back key Administration achievements.” A division-by-division summary of the bill can be found [HERE](#).

The House began consideration of a second minibus ([H.R. 3055](#)) immediately after the House passed the first minibus. This minibus includes the following individual appropriations bills:

1. Commerce-Justice-Science
2. Agriculture-Rural Development-Food and Drug Administration
3. Interior-Environment

4. Military Construction-Veterans Affairs
5. Transportation-Housing and Urban Development

For the Department of Transportation (DOT), the bill includes:

- \$25.3 billion in total discretionary funding.
- \$3.35 billion for the Airport Improvement Program.
 - Plus \$500 million from the general fund for discretionary grants;
- \$46.4 billion for highways.
 - Plus \$1.75 billion from the general fund for discretionary programs;
- \$10.15 billion for transit formula grants.
 - Plus \$750 million from the general fund for transit infrastructure grants;
- \$2 billion for Amtrak.
 - This includes \$1.3 billion for the National Network, and \$700 million for the Northeast Corridor.
- \$1 billion for BUILD grants.
- \$2.3 billion for Capital Investment Grants.
- \$350 million for Federal-State Partnership for State of Good Repair grants.
- \$350 million for Consolidated Rail Infrastructure and Safety Improvements grants.
- \$225 million for port infrastructure grants.

On June 18th the White House issued a veto threat on the second minibus (H.R. 3055), which would provide \$383 billion in discretionary spending. The White House said that the five-bill minibus does not reflect a bipartisan, bicameral agreement on spending levels and includes provisions to block the President's efforts to add citizenship questions on the 2020 census. The White House also expressed dissatisfaction with the bill's \$2 billion allocation for Amtrak operations, and a provision that would prohibit the DOT from terminating funding for California's High-Speed Rail project. The House considered 290 amendments to the package when floor before the bill was passed on June 25th with a vote of 227-194. The entire Orange County Delegation voted in support of the bill.

House Democrats were hoping to pass the remaining bills (Legislative Branch, Homeland Security, and Financial Services-General Government) as a third and final minibus, but the Homeland Security appropriations bill has been put on hold and will likely not be considered until after the July 4th break. Instead, the House will vote on the Financial Services-General Government bill as a stand-alone bill before the break. The Legislative Branch bill, which is usually one of the easier bills for Congress to pass, is also on hold due to a provision that would give Members of Congress a cost of living (COLA) adjustment that would amount in a \$4,500 raise for Members. This provision is not supported by Senate Majority Leader Mitch McConnell (R-KY) and has become a sticking point for the traditionally bipartisan bill.

Meanwhile, the Senate has yet to begin marking-up their individual appropriations bills. Senate Appropriations Committee Chairman Richard Shelby (R-AL) said early in the month that if a deal on budget caps is not reached by July 1st, the Committee will likely begin using proxy numbers to get started on the FY20 process. Senate Appropriations Committee staff are expecting to begin marking-up the LHHSE bill on July 9th and 11th,

and other subcommittees could begin working around the same time. If Congress and the White House are able to reach a deal on budget caps, the Senate Appropriations Committee is expected to begin immediately approving bills for floor consideration.

Despite delays on the regular appropriations process in the Senate, the Senate Appropriations Committee approved a \$4.6 billion border supplemental appropriations bill ([S. 1900](#)) on June 19th. The bill was approved 30-1, with only Sen. Jeff Merkley (D-OR) objecting. The majority of the funds in the measure would be used by the Department of Health and Human Services to house and care for unaccompanied children. \$793 million would also be used to improve conditions at Customs and Border Protection processing centers. The bill does not provide funding for a border wall or additional detention beds. The House passed their own version of an emergency border supplemental (H.R. 3401) on June 25th by a vote of 230-195. President Trump has issued a veto threat on the bill citing less funding compared to the Senate version.

Other Legislative and Administrative Updates

- On May 23rd, Congresswoman Grace Napolitano (D-CA) introduced a bill to address the use of aviation fuel sales tax issue ([H.R. 2939](#) – *State and Local General Sales Tax Protection Act*). The legislation currently has nine cosponsors, including Reps. Lowenthal (D-CA), Huffman (D-CA), Rouda (D-CA), Carbajal (D-CA), Garamendi (D-CA), Schiff (D-CA), Eshoo (D-CA), Lewis (D-GA), and Scott (D-GA). We spoke with the entire Orange County delegation regarding OCTA's support for this legislation.
- On June 18th, Congressman Mike Thompson (D-CA), Chairman of the House Ways and Means Subcommittee on Select Revenue Measures, introduced legislation ([H.R. 3301](#) – *Taxpayer Certainty and Disaster Tax Relief Act of 2019*) to address tax extenders. Section 133 of the bill would extend and clarify tax credits relating to alternative fuels until December 31, 2020. Moreover, the bill would back-date excise tax credits to January 1, 2018 and allow any such credit to be refunded for that period of time. The House Ways and Means Committee held a markup of the bill on June 20th but staff are not sure when the bill will be considered on the House floor.
- Earlier this session, Congresswoman Grace Napolitano (D-CA) introduced a bill ([H.R. 1139](#) – *Transit Worker and Pedestrian Protection Act*) that would direct rail and bus operators to develop and implement operator and transit worker safety plans. The bill currently has 148 (up from 107 last month) cosponsors from both parties and has been referred to the House Highways and Transit Subcommittee. Orange County cosponsors include Congressmen Alan Lowenthal (D-CA), Gil Cisneros (D-CA), Harley Rouda (D-CA), and Linda Sanchez (D-CA).
- Congresswoman Julia Brownley (D-CA) introduced a bill last month ([H.R. 2164](#) – *Green Bus Act of 2019*). If enacted, this legislation would require any bus purchased or leased with funds provided by the Federal Transit Administration

(FTA) to be a zero-emission bus by 2028. The bill provides new funding streams for zero-emission buses. At the time of this report the bill has nine cosponsors and has been referred to the House Highways and Transit Subcommittee.

- This month Orange County Congressman Gil Cisneros (D-CA) signed onto the bill as a cosponsor. Reps. Alan Lowenthal and Harley Rouda also cosponsor the bill.
- Senator John Cornyn (R-TX) introduced a bill earlier this session ([S. 846](#) – *Transit Infrastructure Vehicle Security Act*) that would prohibit the use of federal dollars for rolling stock that is manufactured by a company that is “owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in a country” that is identified as a nonmarket economy country, or is subject to monitoring by the US Trade Representative. The bill would also require additional certifications in addition to requiring recipients to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks.
 - On June 4th the Senate Committee on Banking, Housing and Urban Affairs held a hearing to discuss the bill entitled “*Confronting Threats From China: Assessing Controls on Technology and Investment, and Measures to Combat Opioid Trafficking.*” Chairman Crapo (R-ID) spoke about the dangers of Chinese actions to seek majority control of American companies, especially in the industries that supply the US transportation and transit sectors with rolling stock and cyber infrastructure.
 - The bill has 46 cosponsors (15 DEM | 30 REP | 1 IND).
 - The bill has also been included in the FY20 National Defense Authorization Act (NDAA) in Section 896 ([Page 581](#)).
- The House Transportation and Infrastructure Committee held a number of hearings this month to discuss public buildings, Mobility on Demand (MOD) surface transportation policy, rail workforce policy, and a Coast Guard reauthorization. Chairman Peter DeFazio (D-OR) said this month that he is planning on holding hearings to examine the Department of Transportation’s disbursement of BUILD Grants. According to a recent study, nearly 70% of BUILD grants under President Trump have been distributed to rural areas. Under President Obama, 80% of TIGER grants (now called BUILD) were distributed to urban areas. The date of this hearing and any potential witnesses have yet to be announced.



Monthly Legislative Report – July 2019

FY20 Budget and Appropriations Update

The House passed the budget deal ([H.R. 3877](#) – Bipartisan Budget Act of 2019) on July 25th by a vote of 284-149. The Senate is expected to pass the budget act before August 1st. The entire Orange County House delegation voted in favor of the bill.

The deal was reached on July 22nd between Treasury Secretary Steve Mnuchin and House Speaker Nancy Pelosi (D-CA). If enacted, this budget deal will set topline spending levels for FY20 and FY21 and suspend the debt ceiling for two years.

The agreement on these top line spending levels will pave the way for Senate appropriators to complete their FY20 appropriations bills and look to conference with the House after the August recess. The budget agreement would provide \$8 billion (above House passed provisions) in additional spending authority for discretionary defense spending. In contrast, the budget agreement sets discretionary non-defense spending levels \$95 billion below the House passed FY2020 appropriations bills (10 of which passed the House and 2 pending House Floor action).

House Speaker Pelosi (D-CA) and Senate Minority Leader Schumer (D-NY) released a joint press release before the bill's passage praising the deal's inclusion of additional funding authority for domestic programs, limited offsets, and a provision that will permanently remove sequester triggers put in place in 2011.

Senate Majority Leader Mitch McConnell (R-KY) also praised the budget deal, saying that he is pleased with its increased Defense spending levels, and that while neither party is 100% happy with the deal, it is a sign of progress despite the reality of a divided government.

A summary of the budget deal's details are as follows:

- The debt limit will be suspended for two years, through July 31, 2021. No additional restrictions will be placed on the Secretary's extraordinary measures authorities.
- The 2019 Bipartisan Budget Agreement limits:
 - **FY2020**
 - Defense - \$738 billion (\$22 billion above FY19 limit)
 - Non-Defense (Domestic) - \$632 billion (\$27 billion above FY19 limit)
 - \$2.5 billion to be used for 2020 Census
 - \$8 billion to be used in the Special War Account.

- **FY2021**
 - Defense - \$740.5 billion (\$2.5 billion above FY20 limit)
 - Non-Defense (Domestic) - \$634.5 billion (\$2.5 billion above FY20 limit)
 - \$8 billion to be used in Special War Account
- **Offsets** – \$77.4 billion
 - Extension of BCA mandatory sequester and customs user fees
- **Bipartisan Agreements:**
 - Specific spending decisions will be left to the members of the Appropriations Committees, with 302(b)s set through the regular process of the committees.
 - Congressional leaders and the administration agree that, relative to the FY 2019 regular appropriations Acts, there will be **no poison pills, additional new riders, additional CHIMPS**, or other changes in policy or conventions that allow for higher spending levels, or any non-appropriations measures unless agreed to on a bipartisan basis by the four leaders with the approval of the President.
 - Current transfer funding levels and authorities shall be maintained, and any modifications must be agreed to on a bipartisan basis by the four leaders with the approval of the President.
 - Any emergency spending levels must be agreed to on a bipartisan basis by the four leaders with the approval of the President.
 - Senate Leaders agree that if a bill has been reported on a bipartisan basis from the Senate Appropriations Committee and is consistent with BCA budget caps and has the support of the Chairman and Ranking Member, they will work together to minimize procedural delays.
 - The Majority Leader will continue to consult with the Democratic Leaders to sequence bills in a bipartisan way and acknowledges that bipartisan concurrence is required to expedite the consideration of any appropriations bill.
 - The President, Congressional Leaders, and the leadership of the Appropriations Committees shall work together to reach bicameral and bipartisan agreement on the orderly and timely consideration of FY20 and FY21 appropriations bills to avoid a government shutdown, and a 12-bill omnibus.

July Advocacy Meetings

Congressman Harley Rouda (D-CA) – We met with Congressman Rouda’s senior staff multiple times this month to discuss OCTA’s BUILD grant application for the State Route 55 Improvement Project and the ongoing aviation fuel tax issue with the FAA that impacts self-help counties. We also discussed the CIG hearing held by the House Transportation and Infrastructure Subcommittee on Highways and Transit and provided a full briefing of

the OC Streetcar project and our work with the FTA. We also discussed TIFIA reform proposed by OCTA.

Congresswoman Grace Napolitano (D-CA) – We met with Congresswoman Napolitano and her staff to follow-up on [H.R. 2939](#) to address the aviation fuel tax issues and possible next steps. The bill currently has nine cosponsors including Reps. Alan Lowenthal (D-CA) and Harley Rouda (D-CA). We discussed potential follow up from the State of CA Department of Finance with the Federal Aviation Administration (FAA). We also discussed the House Transportation and Infrastructure Committee’s progress on a surface transportation reauthorization and Committee hearings this month related to highways and transit issues.

Congressman Lou Correa (D-CA) – We met with Congressman Correa and his staff this month to follow-up on OCTA’s Buses and Bus Facilities grant application at the Federal Transit Administration (FTA) and the delegation support letter being spearheaded by Congressman Rouda (D-CA). We discussed support for Congresswoman Napolitano’s (D-CA) legislation (H.R. 2939) to address aviation fuel taxes. We also discussed support for OCTA’s State Route 55 BUILD grant application and funding for surface transportation security.

Congressman Gil Cisneros (D-CA) – We met with senior staff in Congressman Cisneros’ office to discuss progress on tax extenders in September when Congress returns from summer recess. We followed-up on the need for support for Congresswoman Napolitano’s legislation to address the aviation fuel issue. We also discussed support for OCTA’s BUILD grant application for the State Route 55 Improvement Project.

Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez and her staff this month to follow-up on our discussions on OCTA’s projects of interest to include work on the I-405 capacity expansion project. We discussed the timeline for tax extenders legislation and the need to address the aviation fuel tax issue. We also discussed support for OCTA’s BUILD grant application for State Route 55.

Congressman Alan Lowenthal (D-CA) – We met with Congressman Lowenthal’s staff to discuss the House Highways and Transit Subcommittee’s hearing on the Capital Improvement Grant Program (CIG). We also followed-up on our discussions regarding support for OCTA’s Low-No grant application, as well as support for our Buses and Bus Facility grant application at FTA in addition to OCTA’s BUILD grant application for the State Route 55 Improvement Project. We also discussed House T&I Committee’s timeline for a surface transportation reauthorization.

Congressman Mike Levin (D-CA) – We met with Congressman Levin’s staff this month to continue our discussions regarding support for OCTA’s BUILD Applications for State Route 55 and Buses and Bus Facilities. We also discussed the House Select Committee on the Climate Crisis’ hearing on heavy duty vehicles. During the hearing Rep Levin discussed the need to get to zero-emissions. Witnesses discussed the possibility of

implementing a “clean truck” mandate in the USMCA to at least harmonize US-Mexico-Canadian heavy truck emissions standards. We also discussed the timeline for tax extenders legislation and support for the extension of the alternative fuels excise tax credits.

Congresswoman Katie Porter (D-CA) – We met with Congresswoman Porter’s senior staff this month to follow-up on our discussions regarding support for TIFIA reform legislation and followed-up on our Low-No grant application. We also discussed support for OCTA’s BUILD grant application for the State Route 55 Improvement Project.

Senator Dianne Feinstein (D-CA) – We met with Senator Dianne Feinstein’s staff numerous times this month to discuss the timeline for FY20 appropriations in the Senate and the timeline for a deal on budget caps. We followed-up on possible TIFIA reform legislation. We also discussed the timeline for the Senate’s version of a surface transportation reauthorization and the possibility that Congress may need to pass an extension in 2020. We also follow up with the office earlier in the month of the timing of the INFRA grants which were released at the end of the month.

Congresswoman Julia Brownley (D-CA) – We followed-up with staff to Congresswoman Brownley to discuss her Green Bus Act legislation. We discussed their timeline for the bill, next steps, and possible companion bills in the Senate.

Ranking Member Sam Graves (R-MO) - We met with Ranking Member Graves’ staff to discuss updates on progress for the Surface Transportation Reauthorization and possible funding mechanisms for the bill. We also discussed the CIG hearing in the Highways and Transit Subcommittee and the legislative agenda for the T&I Committee in September.

House Transportation and Infrastructure Committee – We met with senior Majority staff on the House Transportation and Infrastructure Committee this month to discuss possible TIFIA reform legislation. We also discussed the opportunity to include TIFIA reforms in the upcoming surface transportation reauthorization or a stand-alone bill.

Senate Environment and Public Works Committee – We followed-up with senior majority and minority staff on the Senate EPW Committee to discuss TIFIA reform legislation to include additions to the bill introduced by Senators Cornyn and Kaine ([RAPID Act](#)). We discussed the need to change the rating system to an “investment-grade rating” that would be raised from \$75 million to \$150 million, and the need for more transparency in the TIFIA application process. We continued our discussions regarding including additional TIFIA reforms in the surface transportation reauthorization and the current outlook for the bill’s timeline. We also discussed the new proposed SAFE Vehicles Rules and the need for a minimum 3-year transition period to avoid project delays. Additionally, in a separate meeting with the majority and minority staff we updated them on the aviation fuel tax issue and the legislation that is currently pending in the House as well as the ongoing discussion with the State of CA and the FAA.

Surface Transportation Reauthorization

The Senate Environment and Public Works Committee is expected to release an initial draft of a surface transportation reauthorization before the August recess. EPW is tentatively calling the draft bill the American Transportation Infrastructure Act (ATIA). Early reports indicate that the bill will authorize \$287 billion for highways, an increase of 28%. Of this, \$259 billion (90%) would be disbursed to states by formula and would seek to address climate change by authorizing new formula-based and discretionary grant programs aimed at reducing emissions. According to some staff, the bill would keep and increase funding for the INFRA grant program. No word yet on if the bill would have more non-highway eligible for INFRA grants than the current program or what the small project set aside would be. The bill would also seek to support programs and projects to improve resiliency in roads and bridges the mitigate the impact of natural disasters. In addition, it would codify the “One Federal Decision” project and permit streamlining Executive Order signed by President Trump in April of 2017. The Senate Environment and Public Works Committee only has jurisdiction over the highways portion of the bill. The Senate Banking, Housing and Urban Affairs Committee is responsible for the transit portion, and the Senate Commerce Committee, Science and Transportation Committee is responsible for the rail portion.

How the Senate’s surface transportation reauthorization will be paid for is under the jurisdiction of the Senate Finance Committee. Senate Finance Committee Chairman Chuck Grassley (R-TN) told reporters on Wednesday that the Committee has not yet begun working on a way to pay for the bill, but that he is planning on meeting with the other Senate Committee leaders to discuss the financing portion soon.

We will follow-up with a detailed summary and analysis once the draft reauthorization is released.

Other Legislative and Administrative Updates

- On Tuesday, July 16th, the House Transportation Subcommittee on Highways and Transit held a hearing to examine the Capital Investment Grants (CIG) program. This program is a key funding mechanism for the OC Streetcar. Full Committee Chairman Peter DeFazio (D-OR) criticized the FTA for delays in disbursing funding for CIG programs. Acting Administrator Williams said that a large part of the delay had to do with the change in Administration after the 2016 elections and that data used to show delays is from the last two years of the Obama Administration and the first two years of the Trump Administration. Some of the Republicans on the Committee asked for additional funding from the program to address rural areas. Chairwoman Holmes Norton (D-DC) noted that the CIG program is designed for high-density areas and that even though this program may not be as beneficial to rural areas as it is to urban areas, she is willing to work with Republicans to ensure rural areas receive adequate resources in an upcoming surface transportation reauthorization.

- The House Select Committee on the Climate Crisis held a hearing this month entitled “*Solving the Climate Crisis: Cleaning Up Heavy-Duty Vehicles, Protecting Communities.*” During the hearing, witnesses asked Congress to significantly increase funding authorization for the Federal Transit Administration’s Low-No program. Another topic during the hearing was the impact of goods movement on the surrounding regions and witnesses discussed a number of possible solutions to reduce emissions including carbon trade programs, heavy truck electrification incentives, and the harmonization of international (US-Mexico-Canada) truck emission rules.
- The full Senate voted to confirm Steve Dickson to be the next Administrator of the Federal Aviation Administration on Wednesday by a vote of 52-40. The Senate also passed a waiver (S. 2249) allowing Dan Elwell to remain at the FAA as Deputy Administrator. The House also approved the waiver before leaving for recess.
- We met with senior staff in the entire Orange County Delegation, in addition to committee staff in both the House and Senate, to discuss the proposed SAFE Vehicles Rule at the Department of Transportation (DOT) and Environmental Protection Agency (EPA). During these meetings we specifically asked for support for maintaining the validity of current planning and programming documents and those under development using EMFAC2014 despite the final SAFE rule. We discussed how the finalization of the SAFE rule would invalidate California’s air quality emissions model used to make transportation conformity determinations, and how the proposed rule would cause delays in major projects. We discussed how there needs to be, at minimum, a three-year transition period and discussed the regional and national impacts of major project delays.

Legislative Tracking (Recent Status Changes are Highlighted)

- On May 23rd, Congresswoman Grace Napolitano (D-CA) introduced a bill to address the use of aviation fuel sales tax issue (H.R. 2939 – *State and Local General Sales Tax Protection Act*). The legislation currently has nine cosponsors, including Reps. Lowenthal (D-CA), Huffman (D-CA), Rouda (D-CA), Carbajal (D-CA), Garamendi (D-CA), Schiff (D-CA), Eshoo (D-CA), Lewis (D-GA), and Scott (D-GA). We spoke with the entire Orange County delegation regarding OCTA’s support for this legislation. The bill has yet to be considered by the House Highways and Transit Subcommittee. California Department of Finance sent a letter to the FAA this month saying that the State is working on complying with their concerns after the FAA sent a letter in May threatening to withhold federal grants to California Airports if the State does not provide data on aviation fuel tax receipts by local jurisdictions for the past two years. The State of California is concerned that they do not have sufficient data to isolate jurisdictional aviation fuel sales. CA and FAA officials are continuing to discuss a path forward, while Congresswoman Napolitano’s bill works its way through the legislative process.

- On June 18th, Congressman Mike Thompson (D-CA), Chairman of the House Ways and Means Subcommittee on Select Revenue Measures, introduced legislation ([H.R. 3301](#) – *Taxpayer Certainty and Disaster Tax Relief Act of 2019*) to address tax extenders. Section 133 of the bill would extend and clarify tax credits relating to alternative fuels until December 31, 2020. Moreover, the bill would back-date excise tax credits to January 1, 2018 and allow any such credit to be refunded for that period of time. The House Ways and Means Committee held a markup of the bill on June 20th, but staff are not sure when the bill will be considered on the House floor.
- Earlier this session, Congresswoman Grace Napolitano (D-CA) introduced a bill ([H.R. 1139](#) – *Transit Worker and Pedestrian Protection Act*) that would direct rail and bus operators to develop and implement operator and transit worker safety plans. The bill currently has 151 (up from 148 last month) cosponsors from both parties and has been referred to the House Highways and Transit Subcommittee. Orange County cosponsors include Congressmen Alan Lowenthal (D-CA), Gil Cisneros (D-CA), Harley Rouda (D-CA), Linda Sanchez (D-CA), and Mike Levin (D-CA).
- Congresswoman Julia Brownley (D-CA) introduced a bill last month ([H.R. 2164](#) – *Green Bus Act of 2019*). If enacted, this legislation would require any bus purchased or leased with funds provided by the Federal Transit Administration (FTA) to be a zero-emission bus by 2028. The bill provides new funding streams for zero-emission buses. At the time of this report the bill has nine cosponsors and has been referred to the House Highways and Transit Subcommittee. Orange County Reps. Gil Cisneros (D-CA), Alan Lowenthal and Harley Rouda are cosponsors on the bill.
- Senator John Cornyn (R-TX) introduced a bill earlier this session ([S. 846](#) – *Transit Infrastructure Vehicle Security Act*) that would prohibit the use of federal dollars for rolling stock that is manufactured by a company that is “owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in a country” that is identified as a nonmarket economy country, or is subject to monitoring by the US Trade Representative. The bill would also require additional certifications in addition to requiring recipients to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks.
 - The bill was included in the House FY20 National Defense Authorization Act (NDAA) (Section 896 - [Page 581](#)), which passed the House on July 7th.
 - The bill was also included in the Senate FY20 NDAA ([Sec. 6015](#)), which passed the Senate on June 26th.



August 15, 2019

To: Legislative and Communications Committee
Darrell E. Johnson
From: Darrell E. Johnson, Chief Executive Officer
Subject: Diversity Outreach and Inclusion Update

Overview

The Orange County Transportation Authority has a diversity outreach and inclusion program as part of its communications efforts. The goal of the program is to cultivate relationships of trust and utilize different outreach, communications, and marketing methods in order to tap into the potential for increased engagement among Orange County's diverse community members. This report provides an update on recent outreach activities.

Recommendation

Receive and file as an information item.

Background

Orange County has a culturally rich community where, according to U.S. Census data, 34 percent of Orange County's population is Hispanic/Latino and 21 percent represent the Asian community. In addition to those significant numbers, approximately 1.1 million people in Orange County speak Spanish, Vietnamese, Korean, or Mandarin at home. These demographics demonstrate the importance of the Orange County Transportation Authority (OCTA) providing outreach to ethnic communities by engaging with leaders and organizations representing Orange County's diversity.

Discussion

OCTA executes various multimedia marketing and outreach efforts, partners with key stakeholders, actively participates in culturally significant events, and proactively employs other methods to better engage with diverse stakeholders. OCTA also conducts personalized one-on-one meetings and communicates via emails and phone calls with individuals representing diversity. This ongoing diversity outreach helps cultivate and sustain relationships of trust between OCTA and the diverse communities that it serves. These efforts also help OCTA

stay in tune with the pulse of ethnic communities and, most importantly, to hear and understand their concerns and issues to enhance transportation.

Business and Cultural Events

OCTA is among the leading public agencies in Southern California in connecting with minority-owned businesses and helping business owners understand the procurement process and how to compete for contracting opportunities. OCTA partners with business organizations, including the Orange County Hispanic Chamber of Commerce, the Vietnamese American Chamber of Commerce of Orange County, the Korean American Chamber of Commerce of Orange County, the Black Chamber of Commerce of Orange County, and others.

Throughout the year, OCTA staff members participate in numerous stakeholder events that include expos, conferences, and other business events attended by members of ethnic business organizations in order to share procurement opportunities and provide updates on transportation projects, programs, and plans. OCTA staff members are not only involved as members of various chambers of commerce and business associations representing diversity, but they also take a leadership role in helping these organizations with strategic planning and providing counsel to the mutual benefit of both the respective organizations and OCTA.

Commemorating cultural holidays and milestones is an important way to connect with members of Orange County's diverse community and to honor their unique heritage. In addition to recognizing and celebrating two holidays significant to Mexican Americans, Día de la Independencia on September 16 and Día de los Muertos on November 1, OCTA also participates in Black History Month in February, and in the Lunar New Year holiday also known as "Tết" in Vietnamese, "Seollal" or "Gujeon" in Korean, and "Nónglì xīnnián" in Chinese that occurs in late January or early February. From sharing social media posts with well-wishes for the community to attending celebrations with a visible presence, OCTA helps increase awareness of the role of transportation in improving the quality of life for community members.

Translations and Beyond

Past research has shown opportunities to boost the level of awareness of OCTA's important role in delivering transportation improvements. One critical way of increasing that understanding is by having project information translated into the languages understood by members of the community. A majority of OCTA project fact sheets, brochures, flyers, public notices, and questionnaires are now translated into Spanish, Vietnamese, Korean, and Chinese with language priority varying by project based on the respective demographic numbers. Interpreters

and/or bilingual staff members also are on hand for open houses, community activities, and other public events to share transportation information and seek public feedback in numerous languages.

Planning studies, capital project development, and active construction projects represent a great opportunity to utilize in-language and culturally significant messaging both in written form and with images rather than merely translating existing printed technical transportation materials that may often be complicated. Even more important than the printed information and website copy, ethnic community members trust hearing and seeing information when presented in person by OCTA staff or by their peers and/or leaders within their respective cultural or ethnic group. OCTA will continue to identify opportunities to strengthen ethnic community's engagement with in-person communications in addition to ensuring translated information or having interpreters at meetings and events.

In the coming months, there are many opportunities to gain feedback on important planning studies with communities of diversity in the study areas such as the Beach Boulevard Corridor Study and the Bristol Street Transit Corridor Study. In addition, two of the region's largest infrastructure projects, the I-405 Improvement Project and the OC Streetcar Project, will be highlighted to ethnic communities especially since both projects have short-term construction impacts to these communities along with long-term benefits once completed. The 16-mile I-405 Improvement Project encompasses a large slice of Orange County with many ethnic communities, while the OC Streetcar, with its 4.15-mile route, is situated in one of the nation's most-highly concentrated number of Spanish speakers in the City of Santa Ana (Santa Ana), with significant numbers of Vietnamese and Korean speakers on the eastern end of Santa Ana and throughout the City of Garden Grove.

New Approaches and Tools for a New Orange County

Transit marketing to Orange County's significant diverse community members is becoming increasingly important. Baseline customer information in Spanish, Vietnamese, and other languages helps keep customers informed of changes to their bus routes or schedules. The website with numerous targeted landing pages in Spanish, Vietnamese, Korean, and Chinese also helps increase riders' awareness of specific bus routes and transit campaigns to help improve ridership numbers.

OCTA also works collaboratively with internal and external partners to develop and implement a plan targeting Latino along with Vietnamese, Korean, Chinese, and other ethnic communities with the OC Bus 360° campaign. It responds to customers' comments, concerns, and inquiries in different languages. OCTA also utilizes multimedia tactics such as direct mailings, collateral materials, and

advertising in TV, radio, newspapers, and social media sites in numerous languages. The targeted cost-effective messaging helps increase awareness of OC Bus and Metrolink, making it more compelling to non-native English speakers in order to help drive diverse communities to explore bus and rail services. OCTA also works with community partners to help elevate understanding of important transit issues facing ethnic communities.

OCTA's Diverse Community Leaders Group

OCTA hosts a quarterly meeting with an informal ad-hoc group of leaders representing business, community, civic, faith, education, and nonprofit organizations. The Diverse Community Leaders group represents approximately 30 different Orange County-based organizations such as:

- Orange County Hispanic Chamber of Commerce
- National Hispanic Business Women Association
- Asian Business Association of Orange County
- Black Chamber of Commerce of Orange County
- Vietnamese American Chamber of Commerce of Orange County
- Korean American Chamber of Commerce of Orange County
- Orange County Chinese-American Chamber of Commerce
- Santa Ana College
- Delhi Center
- Orange County United Way
- Chùa Điều Ngự Vietnamese Buddhist Temple

The group has been helpful on numerous planning studies, capital construction projects, and marketing campaigns by sharing information with their constituencies and providing feedback that has helped OCTA improve different projects. The group is open to any leader representing diversity who wishes to actively participate in learning about OCTA's many transportation plans, projects and programs, and who wants to share that information with their respective organizations to help OCTA increase its engagement with its many diverse communities.

Creating Meaningful Outcomes

OCTA's diversity outreach program helps enhance engagement and awareness of transportation services and programs within Orange County's ethnic communities. From integrating diversity into larger campaigns to proactively reaching out to a diversity leader during a one-on-one conversation, generations of mistrust between government and communities of diversity can be dispelled.

It also takes sustained genuine effort in reaching out and engaging with diverse communities to build an effective program where most of OCTA's programs have a significant diversity strategy. That's when community members feel that they have an important role with the current and future state of transportation in Orange County.

Summary

Staff continues to research, plan, execute, and evaluate the diversity and inclusion efforts for planning studies, capital project outreach, and transit marketing with the goal of reaching and engaging with more members of Orange County's diverse communities in both a meaningful and cost-effective way.

Attachments

None.

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DIVERSITY OUTREACH AND INCLUSION UPDATE



Orange County's Dynamic Demographics

DIVERSITY
OUTREACH & INCLUSION

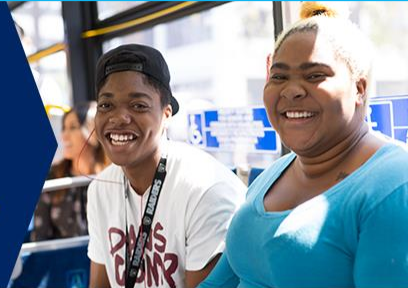
34%
Latinos



21%
Asian
Americans



2%
African
Americans



31%
Foreign-born
residents



1.1 million
People who speak Spanish,
Vietnamese, Korean, or
Mandarin at home



2.5%
Two or
more races



57%
Non-white
residents



45%
Don't speak
English
at home



Business and Cultural Events

DIVERSITY
OUTREACH & INCLUSION





NGƯỜI VIỆT DAILY NEWS

BRAVO! 529 Fullerton ↔ Huntington Beach



DI CHUYẾN TRÊN XÃ LỘ BEACH NHANH HƠN VỚI IT TRẠM NGỪNG!

Bắt đầu tuyến đường xe buýt mới Bravo! 529, chạy nhanh và ít ngừng từ Fullerton đến Huntington Beach

- Nhanh hơn 10 phút mỗi chuyến*
- Đến số làm, trường học và những điểm vui nhành hơn
- Thủ miễn phí tại trang www.OCbus.com/Bravo

*So sánh với thời gian phục vụ xe buýt bình thường

Tuyến đường này phục vụ từ Thứ Hai đến Thứ Sáu, bắt đầu ngày 11 tháng 2



BRAVO! 529 Fullerton ↔ Huntington Beach



Viaje en Beach Boulevard con menos paradas y más en el camino

Presentamos Bravo! 529, un nuevo servicio de tránsito rápido de Fullerton a Huntington Beach

- Ahorra 10 minutos por cada viaje
- Llegar más rápido al trabajo, al escuela, y la diversión!
- Pruebe gratis visita www.OCbus.com/Bravo

Servicio corre de lunes a viernes comenzando el 11 de Febrero



JoongAng Ilbo - The Korea Daily

BRAVO! 529 Fullerton ↔ Huntington Beach



Beach Blvd를 정차하는 적게 더 빠르게 다닐 수 있다!

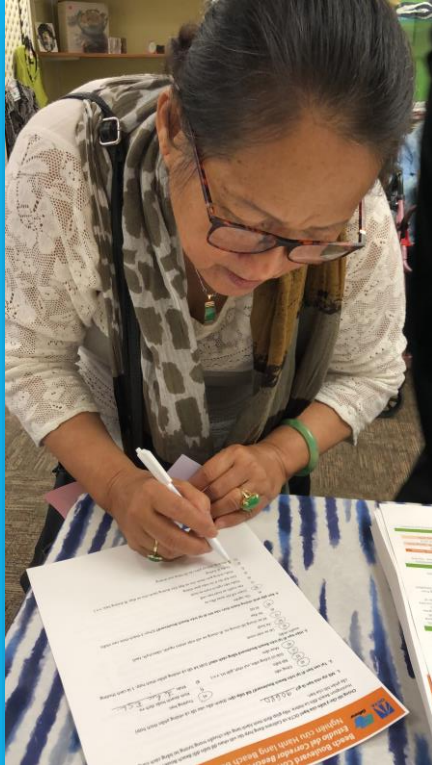
플러턴에서 헌팅턴비치까지 세롭고 신속한 대중 교통 서비스 BRAVO! 529를 소개합니다

- 10분정도의 시간절약*
- 일, 학교, 즐거움을 조금 더 빨리
- 무료이용은 www.OCbus.com/Bravo 방문하세요

*일련 버스 서비스와 비교함

서비스 운행은 필요일부러 금요일까지 2월 11일부터 시작





Beach Boulevard Corridor Study

Spanish

Vietnamese

The image shows two versions of a brochure for the Beach Boulevard Corridor Study. The left version is in Spanish and the right version is in Vietnamese. Both brochures feature a green header with the title 'Beach Boulevard Corridor Study' and a 'BEACH BLVD' logo. The Spanish version includes the text 'Estudio del Corredor de Beach Boulevard' and 'Español'. The Vietnamese version includes the text 'NGHIÊN CỨU TUYẾN ĐƯỜNG BEACH BOULEVARD' and 'Tiếng Việt'. Both brochures contain detailed text and a small photograph of a bus interior.

Beach Boulevard Corridor Study

Spanish

English

Vietnamese

The image shows two versions of a brochure for the Beach Boulevard Corridor Study. The left version is in English and the right version is in Vietnamese. Both brochures feature a green header with the title 'Beach Boulevard Corridor Study' and a 'BEACH BLVD' logo. The English version includes the text 'Beach Boulevard Corridor Study' and 'English'. The Vietnamese version includes the text 'NGHIÊN CỨU TUYẾN ĐƯỜNG BEACH BOULEVARD' and 'Tiếng Việt'. Both brochures contain detailed text and a small photograph of a bus interior.

I-405 Improvement Project

DIVERSITY
OUTREACH & INCLUSION



OC STREETCAR

PRÓXIMOS TRABAJOS DE REUBICACIÓN DE SOCIAL GAS

Para prepararse para que el contratista de OCTA comience el trabajo de construcción del proyecto de OC Streetcar, los equipos de Social Gas reubicarán sus líneas de servicio en 4th St., entre N. Birch St. y N. French St. El trabajo comenzará en Birch St. en el lado norte de 4th St., y seguirá hacia el este.

Primero, el contratista marcará las líneas de servicio ubicadas antes de realizar las actividades de espeleología. Las actividades de espeleología incluyen el retiro de la acera de las baldosas en la acera. Posteriormente, los equipos de construcción crearán una zona de trabajo, reubicarán el servicio y realizarán la restauración de la acera. Los equipos de construcción generalmente realizarán las actividades de trabajo en una cuadrada a la vez. El horario general de trabajo será de 5AM a 4PM, y se espera que el trabajo continúe durante varios meses.

Si su propiedad incluye un sótano, por favor llame a Tresa Oliveri al (714) 560-5364 lo antes posible.

Para poder realizar el trabajo de manera segura, es posible que el contratista deba estacionar su equipo a lo largo de la acera. Por favor, preste atención a las restricciones de estacionamiento.

Se mantendrá el acceso a todas las empresas y residencias, y nos disculpamos de antemano por cualquier inconveniente. Para cualquier duda o pregunta sobre el proyecto de OC Streetcar, por favor comuníquese con Tresa Oliveri llamando al 714 396-6915 o enviando un correo electrónico toliveri@octa.net.



LIVING CAREFREE AND CAR-FREE VIVIENDO DESPREOCUPADO Y LIBRE DE COCHES SỐNG MÙI TƯ VÀ KHÔNG XE HƠI

The OC Streetcar will benefit residents, commuters and visitors alike. It will El servicio de OC Streetcar beneficiará a residentes, pasajeros y visitantes por igual. Ya es OC Streetcar sẽ mang lại lợi ích cho cư dân, người đi lại và du khách. Nó sẽ:

- COMMUTERS / PASAJEROS / NGƯỜI ĐI LAI**
Provides regional access between the South Bay Regional Transportation Center and employment/activity centers of downtown Santa Ana and the City of Garden Grove. Proporciona acceso regional al centro de Santa Ana y al centro de Garden Grove. Cung cấp các dịch vụ giữa Trung Tâm Giao Thông Vùng Nam Bay Area và Trung Tâm Việc Làm Hoạt Động Công Nghiệp ở thành phố Santa Ana và Thành Phố Garden Grove.
- RESIDENTS / RESIDENTES / CƯ DÂN**
Enhances mobility connectivity between neighborhoods, businesses and major arterials. Nâng cao khả năng kết nối các địa phương lân cận, doanh nghiệp và trục đường chính.
- LOCAL BUSINESSES / NEGOCIO LOCAL / DOANH NGHIỆP ĐỊA PHƯƠNG**
Generates business development, local economic and sales and creates temporary and permanent jobs. Tạo ra các cơ hội kinh doanh, tăng cường phát triển kinh tế địa phương và tạo ra các công việc tạm thời và lâu dài.
- ORANGE COUNTY / CONDADO DE ORANGE / ORANGE COUNTY**
Makes it possible for thousands of passengers to enjoy job and transportation for their entire journey throughout Orange County and beyond. Tạo ra cơ hội cho hàng ngàn hành khách tận hưởng công việc và phương tiện vận chuyển trọn vẹn ở Quận Cam và ngoài Quận Cam.

OC STREETCAR

550 S. Main St.
P.O. Box 14184
Orange, CA 92663

Tresa Oliveri
(714) 560-5374
tostreetcar@octa.net

MOVING FORWARD | AVANZANDO | TIẾN VỀ PHIA TRƯỚC

OC STREETCAR

It's something that should have been started long ago. Robert Account Manager for Signal Streetcar, Inc.

The ease of accessibility to other areas would make it so that people would want to go out more. Holly Signal Developer

I love anything that brings back our history, anything that helps celebrate community and helps connect people. Janna, Writer and Public Relations Specialist for Slighing Streetcar Station

Follow OC Streetcar

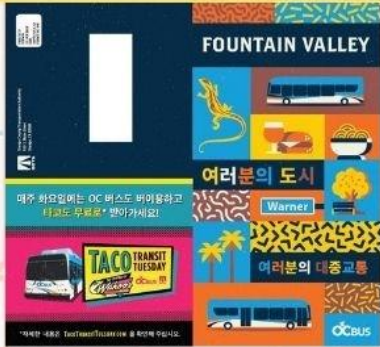
OCStreetcar.com
facebook.com/OCstreetcar
OCStreetcar@octa.net
@OCstreetcar
1(844) 760-OC3C or 1(844) 764-8272

HERE'S THE LATEST AQUÍ ESTÁ EL ÚLTIMO ĐÂY LÀ THÔNG TIN MỚI NHẤT

- Wight Construction has begun their work to build the road, platform and the Westbound Signal Streetcar. Wight Construction ha iniciado su trabajo para construir la carretera, la plataforma y el Centro de Estación Señal Streetcar. Công ty Wight Construction đã bắt đầu xây dựng công trình đường, nền tảng và sân ga.
- The Siemens SD3 vehicle was selected and is in production. El vehículo Siemens SD3 ha sido seleccionado y está en producción. Xe ô tô Siemens SD3 đã được chọn và đang được sản xuất.
- The Business Resource Guide is available for all businesses along the corridor. La Guía de Recursos Comerciales está disponible para todos los negocios que operan a lo largo del corredor. Sổ tay về hiệu quả kinh doanh đã sẵn sàng để sử dụng ngay cho các doanh nghiệp dọc theo tuyến đường.

Conceptual Rendering

OC BUS YOUR CITY, YOUR RIDE



FOUNTAIN VALLEY

여러분의 도시

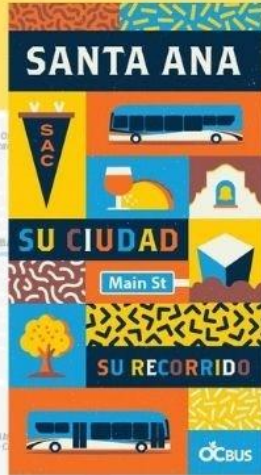
Warner

여러분의 대중교통

TACO TRANSIT TUESDAY

OC BUS

Korean



SANTA ANA

SANTA ANA

SU CIUDAD

Main St

SU RECORRIDO

OC BUS

Spanish



NÀY GARDEN GROVE, OC BUS TÀI ĐÃ ĐẶT ĐẦU CHUYỂN BÀNH!
HÃY THỬ ĐI XE BUÝT MIỄN PHÍ QUÀ OCBUS.COM

3 LỢI ĐƯỢC CHỖ ĐỂ ĐI XE BUÝT

OC BUS

Vietnamese



Diversity Community Leaders Group

DIVERSITY
OUTREACH & INCLUSION



Creating Meaningful Outcomes

DIVERSITY
OUTREACH & INCLUSION

