



Orange County Transportation Authority

Legislative and Communications Committee Agenda

Thursday, November 21, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Jon Dumitru
Fred Jung
Tam T. Nguyen
Mark Tettermer

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Jung

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Kristin Jacinto

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Items 2 and 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.

2. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the October 17, 2024 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

3. Status Report of State Legislation Enacted in 2024

Clara Brotcke/Kristin Jacinto

Overview

At the conclusion of the 2024 state legislative session, 1017 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 189 bills were vetoed. A report containing an analysis of legislation relevant to the Orange County Transportation Authority is provided.

Recommendation(s)

Receive and file as an information item.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Regular Calendar

4. Agreement for Federal Legislative Advocacy and Consulting Services

Kristin Jacinto

Overview

On June 24, 2024, the Board of Directors approved the release of a request for proposals for federal legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2024. An evaluation team comprised of staff and members of the Board of Directors has reviewed the proposals. Board of Directors' approval is requested to select a firm to provide federal legislative advocacy and consulting services for the two-year period beginning January 1, 2025.

Recommendation(s)

- A. Approve the selection of Potomac Partners DC to provide federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2285 with Potomac Partners DC, in the amount of \$540,000, for the period of January 1, 2025, to December 31, 2026, with two, two-year option terms, to perform federal legislative advocacy and consulting services.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. Final 2025-26 State and Federal Legislative Platforms

Alexis Carter/Kristin Jacinto

Overview

At the beginning of each legislative session, staff conducts a comprehensive review of the Orange County Transportation Authority's State and Federal Legislative Platforms to ensure updates are provided on relevant issues that are anticipated to be of discussion for the upcoming year. The final drafts of the revised 2025-26 Orange County Transportation Authority State and Federal Legislative Platforms are submitted for consideration and adoption by the Orange County Transportation Authority Board of Directors.

Recommendation(s)

- A. Adopt the revised 2025-26 State and Federal Legislative Platforms.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

6. Marketing and Communications Update

Ryan Armstrong/Maggie McJilton

Overview

Staff will present an update on marketing programs for OCTA's multimodal transportation services and programs.

Attachments:

[Presentation](#)

7. OC Bus Riders Safety Perception Survey

Ryan Maloney/Maggie McJilton

Overview

Staff will present a summary of research conducted through an onboard survey and focus groups with OC Bus riders to gather their perceptions of safety, both while riding the bus and waiting at bus stops. This effort is required by SB 434 (Chapter 396, Statutes of 2023).

Attachments:

[Presentation](#)

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Adjournment

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

9:00 a.m. on Thursday, December 19, 2024

OCTA Headquarters

Board Room

550 South Main Street, Orange, California



Committee Members Present

Katrina Foley, Vice Chair
Jon Dumitru
Tam T. Nguyen
Mark Tettemer

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist
Gina Ramirez, Assistant Clerk of the Board
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Fred Jung
Donald P. Wagner, Chair

Call to Order

The October 17, 2024, regular meeting of the Legislative and Communications Committee was called to order by Committee Vice Chair Foley at 9:00 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided an update on this item.

No action was taken on this item.

Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director Tettemer, seconded by Director Nguyen, and declared passed by those present to approve the minutes of the September 19, 2024 Legislative and Communications Committee Meeting.

3. Performance Evaluation of Federal Legislative Advocate, Potomac Partners, DC

A motion was made by Director Tettemer, seconded by Director Nguyen, and declared passed by those present to receive and file the staff evaluation of the federal advocacy services of Potomac Partners, DC as an information item and provide any additional comments.

4. Performance Evaluation of State Legislative Advocate, Topp Strategies

A motion was made by Director Tettemer, seconded by Director Nguyen, and declared passed by those present to receive and file the staff evaluation of the state advocacy services of Topp Strategies as an information item and provide any additional comments.



5. Agreement for 2026 Long-Range Transportation Plan Public Outreach Consultant

Director Dumitru pulled this item and asked for a presentation.

Chris Boucly, Senior Department Manager of External Affairs, gave an overview on this item and summarized the recommendations.

A motion was made by Committee Vice Chair Foley, seconded by Director Ngueyn, and declared passed by those present to:

- A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach services for the 2026 Long-Range Transportation Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2295 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$350,000, for a two-year initial term with one, one-year option term, to provide public outreach services for the 2026 Long-Range Transportation Plan.

Director Dumitru voted in opposition.

Regular Calendar

6. Draft 2025-26 State and Federal Legislative Platforms

Alexis Carter, Government Relations Representative, provided a report on this item.

Following a discussion, Committee Vice Chair Foley provided her feedback to be included in staff's recommendations (recommendations B and C were added).

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to:

- A. Direct staff to move forward with the recommended revisions to the draft 2025-26 Orange County Transportation Authority State and Federal Legislative Platforms and incorporate any feedback from the Orange County Transportation Authority Board of Directors, returning to the Board of Directors for final adoption at a later date.
- B. Under the Federal Legislative Platform, include a principle to support for regulations to allow for joint procurement processes for federally funded projects.



- C. Under the State Legislative Platform, add language related to supporting separate and distinct sand nourishment permits.

7. Diversity Outreach Update

Ted Nguyen, Senior Section Manager of Public Outreach, provided a PowerPoint presentation.

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

Discussion Items

8. Public Comments

There were no public comments received.

9. Chief Executive Officer's Report

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

- Diversity Community Leaders' quarterly Meeting
- Award from Engineering News Record's for the 405 Improvement Project in the Best Highway/Bridge category.

10. Committee Members' Reports

There were no Committee Members' reports.

11. Adjournment

The meeting adjourned at 10:03 a.m.

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

9:00 a.m. on Thursday, November 21, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California


ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



MEMO

November 20, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Board Committee Transmittal for Agenda Item

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



November 21, 2024

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Status Report of State Legislation Enacted in 2024

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

Overview

At the conclusion of the 2024 state legislative session, 1017 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 189 bills were vetoed. A report containing an analysis of legislation relevant to the Orange County Transportation Authority is provided.

Recommendation

Receive and file as an information item.

Discussion

2024 Legislative Session Adjourns

Following the State Legislature's adjournment, the Governor had until September 30, 2024, to either sign or veto all legislation submitted to his office. Of the 1206 bills sent to the Governor this year, 189 bills were vetoed, or 15.7 percent of the total number of bills passed by the Legislature. The Governor acted on 160 more bills this year than last year.

The Orange County Transportation Authority (OCTA) Board of Directors, legislative staff, and advocates were successful in advancing many of OCTA's interests in 2024. A detailed summary of legislation relevant to OCTA is included as Attachment A. Among the bills considered this session were the following proposals:

Status of Legislation Considered in 2024 – Notable Bills Signed

AB 2086 (Schiavo, D-Santa Clarita): Transportation funding: California Transportation Plan (CTP): public dashboard

Position: Monitor

Current law requires the California Department of Transportation (Caltrans) to prepare the CTP to submit to the Governor and the Legislature. The CTP is California's long-range transportation plan that provides a vision for how the State will meet its transportation needs consistent with the State's greenhouse gas emission goals.

AB 2086 requires that the CTP include a new financial element, which will provide a comprehensive summary of the full cost associated with implementing the plan in the long term. Specifically, it requires detailed cost summaries for the first ten years of the planning period, an analysis of available revenues throughout the entire planning period, and an assessment of what aspects of the plan are feasible based on realistic revenue projections.

AB 2086 also directs Caltrans to enhance an existing public online dashboard by January 1, 2027, to display how annual project investments from various transportation funding programs are advancing the vision and the goals of the CTP. The dashboard must also include other information, such as the status of the implementation of the short-, mid-, and long-term implementation actions included in the CTP, and must be periodically updated to ensure the data and metrics remain current.

AB 2503 (Lee, D-Milpitas): California Environmental Quality Act (CEQA): exemption: passenger rail projects

Position: Monitor

AB 2503 expands existing CEQA exemptions for transportation-related projects to include public passenger rail projects that exclusively use zero-emission trains. The exemption applies to projects located entirely within existing rail or highway rights-of-way. This authority would remain in effect until January 1, 2030.

AB 2553 (Friedman, D-Glendale): Housing development: major transit stops: vehicular traffic impact fees

Position: Monitor

AB 2553 alters existing law related to local governments that charge fees for vehicular impacts from new development to allow for reduced fees for a housing development that is located within a transit priority area. A "transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. AB 2553 would revise this definition to authorize major transit stops to

be counted if they are included in the regional transportation plan or when the stops are planned for completion before or within a year from the housing development. In addition, the definition is expanded to include an intersection of two or more major bus routes with a frequency of service intervals of 20 minutes or less during the morning and afternoon peak commute periods, expanding the current definition of 15 minutes or less. The goal of this legislation is to expand the geographic scope for which these lower fees apply and encourage more housing near transit. However, the definitional changes for “major transit stop,” specifically that related to transit frequency, may impact other state statutory requirements that cite this definition.

SB 960 (Wiener, D-San Francisco): Transportation: planning: complete streets facilities: transit priority facilities

Position: Monitor

Current law requires Caltrans, in consultation with the California Transportation Commission (CTC), to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program (SHOPP). It also requires the CTC, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. SB 960 would add targets for "complete streets" that include bicycle, pedestrian, and transit facilities to these performance measures and plans. It also directs Caltrans to commit to four-year targets for incorporating these facilities into SHOPP projects. For SHOPP projects with complete streets facilities, Caltrans would be required to consult with various stakeholders to develop guidance on implementation. Projects in underserved communities would be required to have targeted outreach. If Caltrans does not include complete streets facilities consistent with the aforementioned guidance, the justification must be documented and posted to Caltrans' website.

SB 960 also requires Caltrans to develop a policy for implementing transit priority facilities on state highways by January 1, 2026. This must be developed in consultation with relevant stakeholders, including transit operators, local government, regional transportation planning agencies, and transit advocacy organizations. By January 1, 2027, Caltrans must adopt guidance that defines transit performance measures and identifies specific responsibilities for Caltrans in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system. Design guidance for transit priority facilities must be adopted by Caltrans by July 1, 2028. Beginning with the 2028 SHOPP, Caltrans would be required to, in locations with current or future transit priority needs, provide and improve transit priority facilities on the state highway system in a manner consistent with its most recent guidance, transit plans, and the State Highway System Management Plan.

SB 1098 (Blakespear, D-Encinitas): Passenger and freight rail: Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor

Position: Monitor

SB 1098, also known as the Southern California Rail Revitalization Act requires, upon appropriation by the Legislature, the California State Transportation Agency (CalSTA) Secretary to submit a report to the Legislature, no later than two years after the appropriation is made, on the LOSSAN Rail Corridor. In preparing this report, the Secretary must consult existing plans, studies, reports, and guidance. The report must include:

- A baseline summary of transportation and environmental conditions in existence as of January 1, 2025, along the rail corridor.
- Prioritized capital improvement projects in the corridor necessary to improve current services and achieve service growth, performance, and network goals consistent with the State Rail Plan.
- Prioritized improvement projects in the corridor necessary to ensure the resiliency of both natural resources and transportation infrastructure.
- A description of administrative actions taken by CalSTA, using authority in existence before January 1, 2025, to improve operations and performance of the corridor.
- Recommendations for the corridor to connect with other passenger rail services.
- Strategies to support and improve existing rail service and increase ridership, including a description of necessary operations funding for increased service frequencies.
- Recommendations to achieve zero-emission state-supported intercity service, including an analysis of available technologies and necessary corridor infrastructure.
- Strategies and recommendations to support coastal hazard resiliency planning in the corridor.
- A description of coordination activities through the federal Corridor Identification and Development (Corridor ID) Program.

The CalSTA Secretary must also convene a working group that includes at least the following representatives: LOSSAN Rail Corridor track owners, LOSSAN Rail Corridor passenger and freight operators, the county transportation commissions of the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the metropolitan planning organizations for the counties of Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, Santa Barbara, and Ventura, business, community, transportation, environmental, labor, and civic organizations, the California Coastal Commission (CCC), and Caltrans' Division of Rail and Mass Transportation.

The working group must submit consensus recommendations and feedback in a report to the Legislature by February 1, 2026. The recommendations must include strategies to increase rail service coordination and reduce disruptions or delays, alternative management and operations models or structures that improve intercity and regional rail services, changes to state statutes, rules, or funding necessary to improve passenger rail services, and coordination of planning and project development through the federal Corridor ID Program. The working group must recognize the ownership and rights held in the LOSSAN Rail Corridor and it must be developed with meaningful public engagement. Also, before submitting the report, the working group must submit the recommendations and feedback to the governing boards of the LOSSAN Rail Corridor Agency, the Southern California Regional Rail Authority, and the North County Transit District for review and consideration. More information can be included in the larger aforementioned CalSTA report if there is a need for follow-up on any of these items the working group provides information on. No funding is provided for the working group or report.

Upon appropriation, SB 1098 would also require the CalSTA Secretary to submit a report to the Legislature no later than three years after an appropriation is made, and then every two years, regarding the management of the LOSSAN Rail Corridor. The report must contain information related to all of the following:

- Performance, ridership, usage, and quality of intercity, regional rail, and freight services.
- Updates to capital improvement planning.
- Progress in delivering fleet and infrastructure improvement projects.
- Improvements to service and fare coordination.
- Opportunities to increase the quality and frequency of services.
- Updates on corridor resiliency, prepared in coordination with the CCC.

SB 1098 further stipulates that the CalSTA Secretary must provide guidance and recommendations to stakeholders to ensure the performance of the LOSSAN Rail Corridor. This would include planning, as needed, related to service frequencies, equipment and fleet management, infrastructure improvement and state of good repair projects, and resiliency of the corridor.

Additional Bills of Interest with OCTA Position – Failed Passage

The following bills on which OCTA took a position failed to make it to the Governor for consideration this legislative session:

AB 2043: (Boerner, D-Solana Beach): Medi-Cal: nonmedical and nonemergency medical transportation.

Position: Support

AB 2043 would have required Managed Care Plans under Medi-Cal to establish reimbursement contracts with public transit operators for providing nonmedical and nonemergency transportation.

Despite the bill's alignment with OCTA legislative priorities, such as securing funding for paratransit operations and improving transit accessibility, AB 2043 was held in the Senate Committee on Appropriations. OCTA had previously supported similar legislation last year, AB 719 (Boerner, D-Solana Beach), which was vetoed due to the Governor's concerns about federal approval challenges. However, recent federal guidance suggests that public paratransit agencies should not bear undue costs for such services, so there may be further discussions to explore potential solutions in the future.

AB 2259 (Boerner, D-Solana Beach): Transportation: bicycle safety handbook.

Position: Support

AB 2259 would have required CalSTA to develop and distribute an annual handbook on bicycle and electric bicycle (e-bike) safety, beginning by September 1, 2025. AB 2259 aimed to enhance public knowledge of bicycle and e-bike safety, reflecting the growing importance of active transportation in Orange County and throughout California. AB 2259 would have supported OCTA's commitment to promoting a safe, multimodal transportation system. However, the bill was ultimately held in the Senate Committee on Appropriations.

AB 2535 (Bonta, D-Oakland): Trade Corridor Enhancement Program (TCEP)

Position: Oppose

AB 2535 would have imposed additional restrictions on the allocation of TCEP funds, a competitive funding program established by SB 1 (Chapter 5, Statutes of 2017) to enhance freight mobility along high-volume freight corridors. Instead of focusing on funding goods movement projects, the funding would have been prioritized on zero-emission freight infrastructure and restricted the ability to improve highways. AB 2535 was sponsored by the Greenlining Institute, with the Coalition for Clean Air, Natural Resources Defense Council, and Environment California as co-sponsors. The bill was opposed by the Riverside County Transportation Commission and Contra Costa Transportation Authority. The bill was ultimately unsuccessful, dying in committee largely due to significant concerns from labor.

Summary

A report containing an analysis of legislation enacted in 2024 affecting OCTA is provided.

Attachment

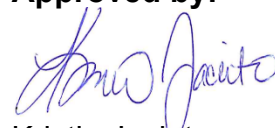
- A. Orange County Transportation Authority 2024 End of Year Legislative Report

Prepared by:



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

Approved by:



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



ORANGE COUNTY TRANSPORTATION AUTHORITY 2024 END OF YEAR LEGISLATIVE REPORT

LEGISLATION ENACTED

I. Active Transportation

**AB 1774 (Dixon, R-Newport Beach): Vehicles: electric bicycles.
(Chapter 55, Statutes of 2024)**

AB 1774 prohibits the sale of a product or device that can modify the speed capability of an electric bicycle in such a way that it no longer meets the statutory definition of an electric bicycle. The current definition is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, which complies with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission. California law further categorizes electric bicycles into three distinct classes with a maximum speed of 28 miles per hour. Modification devices or “tuning kits” currently on the market allow electric bicycles to go beyond speed limits so that it no longer qualifies as an electric bicycle but instead a potentially non-street-legal motorcycle or moped, requiring different rules and licenses. AB 1774 stipulates that any sale of electric bicycle speed modification devices is therefore classified as a crime.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA engages in bicycle and electric bicycle safety awareness as part of its Active Transportation Program (ATP), OCBike.*

**AB 1778 (Connolly, D-San Rafael): Vehicles: electric bicycles.
(Chapter 1005, Statutes of 2024)**

AB 1778 creates the Marin Electric Bicycle Safety Pilot Program, which until January 1, 2029, establishes an ordinance in the County of Marin and its incorporated areas to prohibit those under 16 years of age from operating a class 2 electric bicycle and for those above 16 years of age to be required to wear a helmet when operating a class 2 electric bicycle. The program has a 60-day probation period which makes any violations begin as a warning, but after the 60-day period it is punishable by a fine of \$25. The county or local authority must run a public information campaign at least 30 days prior to the law being enacted.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 1778 does not directly apply to OCTA; however, OCTA should monitor the effectiveness of the Marin Electric Bicycle Safety Pilot Program.*

**AB 2234 (Boerner, D-Solana Beach): Vehicles: electric bicycles.
(Chapter 823, Statutes of 2024)**

AB 2234 creates the San Diego Bicycle Safety Pilot Program, which until January 1, 2029, establishes an ordinance in the County of San Diego and its unincorporated areas which prohibits those under the age of 12 from operating a class 1 or class 2 electric bicycle. The program has a 60-day probation period which makes any violations begin as a warning, but after the 60-day period it is punishable by a fine of \$25. The county or local authority must run a public information campaign at least 30 days prior to the law being enacted.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 2234 does not directly apply to OCTA; however, OCTA should monitor the effectiveness of the San Diego Bicycle Safety Pilot Program*

**SB 689 (Blakespear, D-Encinitas): Local coastal program: bicycle lane: amendment.
(Chapter 445, Statutes of 2024)**

SB 689 simplifies the process for local governments seeking to convert existing motorized vehicle lanes into dedicated bicycle lanes, transit lanes, or pedestrian walkways within California's coastal zone. Under the California Coastal Act of 1976, coastal development typically requires a permit, and changes to local coastal programs often involve extensive reviews, including traffic studies. SB 689 eliminates the requirement for a traffic study when a local government applies for a coastal development permit or seeks to amend a local coastal program to convert a motorized vehicle lane to a non-motorized use. SB 689 applies specifically to projects converting existing vehicle travel lanes into bicycle lanes, transit lanes, or pedestrian walkways within the developed portions of a road right-of-way. Additionally, if an amendment to a local coastal program is needed for such a conversion, it must be processed under a streamlined "de minimis" amendment procedure, provided the executive director of the California Coastal Commission (CCC) determines that the project enhances public access without significantly limiting current access opportunities.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1216 (Blakespear, D-Encinitas): Transportation projects: Class III bikeways: prohibition.
(Chapter 788, Statutes of 2024)**

SB 1216 restricts the use of shared lane markings, or "sharrows" on certain roadways and revises the eligibility of Class III bikeway projects in the ATP. Under the bill, starting on January 1, 2025, agencies responsible for the development or operation of bikeways or highways where bicycle travel is allowed will be prohibited from installing new sharrows on highways with a posted speed limit greater than 30 miles per hour. An exception is made for sharrows installed at or near intersections to connect Class I, Class II, or

Class IV bikeways. Additionally, beginning January 1, 2026, the California Transportation Commission (CTC) will be prohibited from adding projects that create Class III bikeways or sharrows to the ATP unless certain criteria are met. These include the bikeway being located on a highway with a design speed limit of 25 miles per hour or less, the inclusion of improvements to reduce the speed limit to 25 miles per hour or less, or if the project applicant can demonstrate that the bikeway or sharrow is appropriate for the local community context and contributes to a lower-stress environment for cyclists. SB 1216 also requires the CTC to update its guidelines for project eligibility and selection within the ATP to reflect these new restrictions.

OCTA Position – Monitor

Impact on OCTA: SB 1216 could have significant implications for OCTA and cities in Orange County that receive funding through the ATP. The bill's restrictions on the use of sharrows and the development of Class III bikeways on roads with higher speed limits could limit the flexibility in designing and implementing future bicycle infrastructure projects.

SB 1271 (Min, D-Irvine): Electric bicycles, powered mobility devices, and storage batteries.

(Chapter 791, Statutes of 2024)

SB 1271 provides clarification on the definitions and regulatory standards for electric bicycles and establishes safety requirements for electric bicycles, powered mobility devices, and storage batteries. Existing law defines electric bicycles based on motor power and speed limits and requires manufacturers and distributors to label electric bicycles with specific information. SB 1271 clarifies that an electric bicycle must have fully operable pedals and an electric motor of less than 750 watts and specifies that the motor on a Class I or Class III electric bicycle cannot exclusively propel the bicycle. The bill also prohibits certain vehicles from being advertised or sold as electric bicycles unless they meet the prescribed classification and labeling requirements.

Beginning January 1, 2026, the State Fire Marshal is required to adopt regulations promoting fire and electrical safety for electric bicycles, powered mobility devices, and storage batteries. SB 1271 mandates that electric bicycles, powered mobility devices, and storage batteries sold, leased, or distributed in California after this date must have their storage batteries tested by an accredited laboratory for compliance with specified safety standards. These products must display the logo, wordmark, or label of the accredited laboratory and indicate the test standard used to verify compliance.

Starting January 1, 2028, SB 1271 prohibits the rental of electric bicycles, powered mobility devices, charging systems, or storage batteries unless they have been tested and meet the specified safety standards. Additionally, manufacturers, importers, distributors, and retailers of these products must provide accurate test reports upon request. A violation of these requirements would constitute a crime, thereby imposing a state-mandated local program. SB 1271 establishes regulatory oversight to ensure the safety of electric bicycles, powered mobility devices, and storage batteries.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. SB 1271 does not appear to have a direct impact on OCTA; however, the bill introduces new regulatory requirements for electric bicycles, powered mobility devices, and storage batteries, which may be of interest to cities within Orange County. Given the growing use of electric bicycles and other micro-mobility solutions in urban areas, cities within Orange County may be monitoring this legislation closely, as it could influence local policies related to active transportation.*

II. Audits, Records, Reports, and Litigation

AB 1147 (Addis, D-San Luis Obispo): Disability, Equity, Transparency, and Accountability Act of 2024. (Chapter 902, Statutes of 2024)

This legislation makes changes to the Lanterman Developmental Disabilities Services Act. Specifically, AB 1147 subjects regional centers to the California Public Records Act (CPRA), allowing public access to their records. The bill is intended to align with findings from the California State Auditor and Little Hoover Commission, which have asserted that there must be an oversight of developmental services to improve service quality and ensure equitable access for all Californians with disabilities.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA provides transportation services to several regional centers.*

AB 1785 (Pacheco, D-Downey): California Public Records Act. (Chapter 551, Statutes of 2024)

This legislation addresses the provisions of the CPRA, which currently requires that state and local agencies make their records available for public inspection unless an exemption applies. Current law also stipulates that state or local agencies cannot post the home address or telephone number of any elected or appointed official without written consent from the individual first. AB 1777 expands this provision, prohibiting a state or local agency from publicly posting the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official without receiving the written consent of that individual first.

OCTA Position – Monitor

Impact on OCTA: *OCTA is subject to the CPRA. This legislation may protect the privacy of OCTA's Board of Directors, which is composed of elected and appointed officials.*

AB 1881 (Davies, R-Oceanside): California Coastal Commission: scientific panel expertise: coastal erosion.

(Chapter 88, Statutes of 2024)

Under current law, the CCC must convene one or more scientific panels to review technical documents and reports and to give advice and make recommendations to the CCC before making decisions requiring scientific expertise. Existing law requires these panels to be composed of people with expertise in areas such as marine biology, fisheries, geographic information systems, water quality, and more. AB 1881 requires that a person with expertise in coastal erosion also be included in these panels.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA has been heavily engaged with the CCC on its coastal rail projects and should monitor the development of including a coastal erosion expert on the CCC's scientific panels as it could impact decision making as it relates to permitting in the coastal zone.*

AB 1972 (Alanis, R-Modesto): Regional property crimes task force.

(Chapter 167, Statutes of 2024)

AB 1972 requires the regional property crimes task force convened by the California Highway Patrol (CHP) and Department of Justice to assist railroad police and specifically adds cargo theft as a property crime for consideration by the regional property crimes task force. To address the increasing number of cargo thefts perpetrated by organized crime rings, CHP's Organized Retail Crimes Task Force aims to provide railroad police with logistical support, equipment, and personnel resources in counties identified with the increased cargo theft.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 2013 (Irwin, D-Thousand Oaks): Generative artificial intelligence: training data transparency.

(Chapter 817, Statutes of 2024)

AB 2013 requires that developers of a generative artificial intelligence (GenAI) system or service must publish the data it used to train the system or service online by January 1, 2026, if the system or service was released on or after January 1, 2022. The datasets would include the sources, a description of its intended purpose, the number of data points included, a description of the data points, whether the datasets include any protected data, whether the datasets include any personal information, and more. There are exemptions if the system or service is for operation of aircraft or for defense purposes.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. This legislation is targeted at increasing transparency with data used in artificial intelligence. At this time, OCTA is still testing the use of artificial intelligence. As OCTA seeks to procure any type of GenAI software, it may wish to evaluate the datasets provided.*

AB 2299 (Flora, R-Ripon): Labor Commissioner: whistleblower protections: model list of rights and responsibilities.

(Chapter 105, Statutes of 2024)

AB 2299 mandates that the Labor Commissioner develop a standardized model list of whistleblower rights and protections, which would be available on the Labor Commissioner's website. Employers who use this model list for display would be automatically considered in compliance with the law's posting requirement. Additionally, state agencies posting certain required notices that include the whistleblower hotline number will also be considered compliant with this regulation.

OCTA Position – Monitor

Impact on OCTA: *As public employers, county agencies like OCTA are already subject to whistleblower protection laws that prevent retaliation against employees who report legal violations. OCTA could potentially utilize the options offered by AB 2299 as part of its compliance obligations.*

AB 2455 (Gabriel, D-Encino): Whistleblower protection: state and local government procedures.

(Chapter 568, Statutes of 2024)

AB 2455 makes changes to existing whistleblower protection laws to enhance the procedures for reporting and investigating improper government activity at the state and local levels. Specifically, this bill authorizes city, county, or city and county auditors or controllers, or their designees, to maintain a whistleblower hotline for reporting improper governmental activities. It also broadens the definition of "fraud, waste, or abuse" to include activities by local agencies, employees, contractors, and subcontractors, while ensuring confidentiality for whistleblowers and subjects of investigations. AB 2455 also expands the duties of auditors or controllers in conducting investigative audits and makes the identity of whistleblowers confidential. Additionally, this legislation aligns local whistleblower procedures with the California Whistleblower Protection Act by defining "improper governmental activity" to include misuse of state expenditures and requiring reports to be shared with the appropriate legislative committees.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 3007 (Hoover, R-Folsom): California Environmental Quality Act: record of environmental documents: format.
(Chapter 583, Statutes of 2024)**

Instead of requiring the county clerk and the Governor's Office of Land Use and Climate Innovation (LUCI) to maintain a California Environmental Quality Act (CEQA) record received from the California Department of Fish and Wildlife both electronically and in paper, AB 3007 would only require the county clerk and LUCI to maintain the record electronically and authorize the county and LUCI to maintain the record on paper.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Previous legislation had changed requirements for notices and other environmental review documents to be filed electronically. This legislation is focused on conforming other CEQA document requirements to be electronic, as well.*

**AB 3123 (Jones-Sawyer, D-Los Angeles): Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.
(Chapter 755, Statutes of 2024)**

AB 3123 revises the governance and ethical oversight of the Los Angeles County Metropolitan Transportation Authority (LA Metro). It amends the existing code of conduct for LA Metro's 14-member board by aligning its ethics requirements with state laws applicable to other public officials, eliminating specific rules related to gifts and financial conflicts of interest, and removing certain prohibitions on gifts to board members and employees. The bill also clarifies that the LA Metro board's code of conduct supplements any additional rules or codes the board may adopt.

One of the key changes introduced by the bill is a restructuring of the role of LA Metro's ethics officer, including limits on their removal from office, and expansion in responsibilities to include advising the board and LA Metro on matters of ethics, lobbying, campaign finance, fair procurement practices, and conflicts of interest. The ethics officer is also empowered to make recommendations to the inspector general regarding potential violations of the code of conduct. The bill also revises LA Metro's lobbying regulations. It authorizes the ethics officer to provide guidance on implementing statutory lobbying requirements and to make changes to the information required in annual registration statements and quarterly lobbying activity reports. The ethics officer is also authorized to audit these filings and impose penalties for late submissions. Furthermore, the bill applies various prohibitions on lobbyists to lobbyist employers and allows the ethics officer to enforce these provisions.

It also modifies post-employment restrictions for LA Metro board members and employees by shortening the prohibition on accepting compensation from an LA Metro contractor after leaving the agency from three years to 12 months, while also expanding the scope of this restriction. The inspector general is authorized to enforce this provision.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 3130 (Quirk-Silva, D-La Palma): County board of supervisors: disclosure.
(Chapter 251, Statutes of 2024)**

AB 3130 introduces additional transparency requirements for county boards of supervisors when appropriating funds to nonprofit entities. Under existing law, public officials are prohibited from having a financial interest in contracts they oversee, with certain exceptions for remote interests, including those involving nonprofit organizations. Current law allows these exceptions if the remote interest is disclosed and recorded before the board acts on the contract, with the interested party abstaining from the vote. AB 3130 builds upon these provisions by mandating that any member of a board of supervisors must disclose a known family relationship with an officer or employee of a nonprofit entity prior to the board appropriating money to that nonprofit. This bill aims to further strengthen transparency and prevent potential conflicts of interest in financial decisions involving county boards of supervisors.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 896 (Dodd, D-Napa): Generative Artificial Intelligence Accountability Act.
(Chapter 928, Statutes of 2024)**

SB 896, the Generative Artificial Intelligence Accountability Act, requires the California Department of Technology, under the guidance of several state agencies, to update the report mandated by Executive Order No. N-12-23 (2023), which focuses on the impact of GenAI. Key elements include a requirement for state agencies to provide disclaimers when using GenAI to communicate directly with individuals regarding government services or benefits. These communications must clearly indicate they were generated by artificial intelligence (AI) and provide information on how to contact a human representative. Additionally, the Office of Emergency Services (OES) is required to perform risk analyses of potential threats posed by GenAI to California's critical infrastructure, including risks that could lead to mass casualty events. These analyses will be summarized and submitted to the Legislature annually.

SB 896 also emphasizes the importance of equity and privacy in the use of AI, aiming to prevent discrimination or bias in AI systems. It promotes collaboration with academia and industry experts and encourages public-private partnerships to develop workforce training in AI-related fields. The bill takes steps to ensure AI systems are aligned with existing state and federal privacy laws and that they contribute to equitable outcomes for all Californians.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1181 (Glazer, D-Antioch): Campaign contributions: agency officers.
(Chapter 785, Statutes of 2024)**

SB 1181 amends the Political Reform Act of 1974, which restricts certain campaign contributions exceeding \$250 to agency officers from parties or participants involved in agency proceedings on licenses, permits, or entitlements. The current act mandates disclosure of contributions within the last 12 months on the record of the proceeding. SB 1181 would exempt particular proceedings from these restrictions, including the periodic review or renewal of development agreements and competitively bid contracts, provided no material modifications or amendments are proposed exceeding ten percent of the contract's value or \$50,000, whichever is lower. Additionally, city attorneys and county counsels offering legal advice without decision-making authority would be excluded from the definition of "officer" in these contexts. The bill extends the timeframe for an agency officer to return contributions that would otherwise disqualify them from participating in a proceeding, allowing for a return up to 30 days after making a decision. SB 1181 codifies existing regulations from the Fair Political Practices Commission (FPPC) regarding the definition of an "agent", clarifying that individuals providing technical data or preparing architectural or engineering submissions without the intent to influence a proceeding are not considered agents. SB 1181 also integrates specific amendments proposed by SB 1243 (Chapter 1017, Statutes of 2024), with these changes only becoming effective if SB 1181 is enacted after SB 1243.

OCTA Position – Monitor

Impact on OCTA: *This legislation could impact board members' ability to engage on some items.*

**SB 1243 (Dodd, D-Napa): Campaign contributions: agency officers
(Chapter 1017, Statutes of 2024)**

Under the Political Reform Act of 1974 (also referred to as the Levine Act), there is a prohibition against certain contributions over \$250 to be made to an officer by an agency, party, and participants during a proceeding involving a license, permit, or other entitlement for use. It additionally requires disclosure of contributions over \$250 from a party or agency within 12 months and disqualifies an officer from participating in decision-making regarding an agency's permit if they are aware of the contributions. An officer can deflect the violation within 14 days of receiving the contribution by returning the excess amount of the contribution to align with the \$250 limit. SB 1243 raises the contribution limit from \$250 to \$500 and would increase the 14-day reporting period to 30 days in 2025. The bill does not apply to developers working on state-mandated housing projects or to labor unions if a decision affects membership dues.

OCTA Position – Monitor

Impact on OCTA: *This legislation could impact board members' ability to engage on certain items.*

III. Employment Terms and Workforce Development

AB 1239 (Calderon, D-City of Industry): Workers' compensation: disability payments.

(Chapter 806, Statutes of 2024)

Under current law, the workers' compensation system provides benefits to employees injured on the job, including temporary and permanent disability payments. Employers are currently allowed, until January 1, 2025, to offer a program that deposits these payments into prepaid card accounts for employees. AB 1239 extends the option for employers to deposit disability payments into prepaid card accounts until January 1, 2027.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 1870 (Ortega, D-Hayward): Notice to employees: legal services.

(Chapter 87, Statutes of 2024)

AB 1870 addresses existing law mandating a workers' compensation system, overseen by the Administrative Director of the Division of Workers' Compensation, to compensate employees for work-related injuries. Employers must post a notice in a conspicuous, employee-accessible location, detailing where to report injuries, employees' rights to select and change treating physicians, and protections against discrimination. AB 1870 requires the notice to also inform injured employees of their right to consult a licensed attorney regarding their workers' compensation rights.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 1976 (Haney, D-San Francisco): Occupational safety and health standards: first aid materials: opioid antagonists.

(Chapter 689, Statutes of 2024)

By December 1, 2027, AB 1976 requires the California Division of Occupational Safety and Health (Cal/OSHA) to submit a draft rulemaking proposal to require first aid materials in a workplace to include naloxone hydrochloride or another opioid antagonist used to reverse opioid overdoses and instructions of using the opioid antagonist. In the rulemaking, Cal/OSHA must consider providing guidance on proper storage of the opioid antagonist. The standards board must consider for adoption these revisions by December 1, 2028.

OCTA Position – Monitor

Impact on OCTA: *OCTA should monitor the development and consideration of this rulemaking to ensure that OCTA is compliant if it becomes effective. This could include*

making these opioid antagonists available at the workplace and providing proper training, as necessary.

AB 2123 (Papan, D-San Mateo): Disability compensation: paid family leave. (Chapter 949, Statutes of 2024)

AB 2123 makes changes to the existing paid family leave program within California's state disability insurance system. Current law allows workers to receive wage replacement benefits when they take time off to care for seriously ill family members, bond with a new child, or address certain military-related extremities. Employers are currently permitted to require employees to use up to two weeks of earned vacation before receiving these benefits in a 12-month period. AB 2123 eliminates the employer's ability to impose this requirement, making it inapplicable to any disability claims starting on or after January 1, 2025.

OCTA Position – Monitor

Impact on OCTA: AB 2123 would impact OCTA by requiring adjustments to leave policies and administrative procedures, as employees would no longer be required to use accrued vacation before accessing paid family leave benefits. As such, human resources policies would need to be updated to reflect the new provisions.

AB 2325 (Lee, D-Milpitas): San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment. (Chapter 106, Statutes of 2024)

AB 2325 eliminates the treasurer and controller positions of the Bay Area Rapid Transit District (BART) to be replaced by the newly created Chief Financial Officer (CFO) position, subject to appointment and removal by the general manager. An audit of BART's financial functions conducted by the office of the BART Inspector General found that BART would benefit by consolidating financial operations under a CFO within the span of control of the General Manager thus removing bifurcated reporting lines and creating greater accountability under the General Manager.

OCTA Position – Monitor

Impact on OCTA: For informational purposes.

AB 2337 (Dixon, R-Newport Beach): Workers' compensation: electronic signatures. (Chapter 392, Statutes of 2024)

AB 2337 amends the Labor Code to authorize the use of electronic signatures for specific workers' compensation documentation. Under current law, the Uniform Electronic Transactions Act allows electronic records and signatures to be legally recognized, ensuring they are not denied validity solely based on their electronic format. AB 2337 builds upon these existing electronic transaction standards by specifying that, within workers' compensation, documents requiring signatures may be submitted with electronic signatures. An "electronic signature" in this bill refers to an electronic sound, symbol, or

process associated with an electronic record, performed by a person with the intent to sign.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 2474 (Lackey, R-Palmdale): Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments. (Chapter 108, Statutes of 2024)

AB 2474 amends the County Employees Retirement Law of 1937 (CERL) and the Public Employees' Pension Reform Act of 2013 (PEPRA) to address benefit payments, overpayments, and post-retirement employment for county employees. The bill expands the definition of "account of the retired member or survivor of a deceased retired member" to include accounts held in a living trust or income-only trust. It also authorizes, until January 1, 2028, the Los Angeles County Board of Retirement to allow retirees to receive benefit payments via a prepaid account. The County of Los Angeles is required to report on the implementation of this provision to the Legislature by November 30, 2027.

Additionally, AB 2474 strengthens post-retirement employment rules by prohibiting retirees from being re-employed by a county or district under the same retirement system unless they are reinstated or qualify for exceptions outlined in CERL or PEPRA. Any retiree employed in violation of these rules must reimburse the retirement system for any benefits received during the period of unauthorized employment. Public employers that employ retirees in violation of these provisions are required to pay the system contributions, interest, and administrative expenses associated with the infraction.

AB 2474 also allows retirement boards to impose penalties on employers that fail to properly enroll retirees or violate the employment provisions, subject to specific procedural and notice requirements. While AB 2474 does not require direct appropriations, it imposes fiscal responsibilities on counties and employers that violate re-employment rules, necessitating additional oversight to ensure compliance. The intent of the bill is to improve accountability and proper management of retirement benefits, with particular focus on addressing concerns within the County of Los Angeles.

OCTA Position – Monitor

Impact on OCTA: *Since OCTA participates in the Orange County Employees Retirement System (OCERS), which is governed by the CERL, AB 2474 could have direct implications for OCTA.*

**AB 2499 (Schiavo, D-Santa Clarita): Employment: unlawful discrimination and paid sick days: victims of violence.
(Chapter 967, Statutes of 2024)**

AB 2499 strengthens employment protections for victims of violence and their family members by prohibiting employers from discriminating, retaliating, or terminating employees for taking time off to deal with the effects of violence, such as domestic violence, sexual assault, or stalking. This legislation expands the circumstances under which employees may take time off to address personal or family-related needs stemming from violence, such as obtaining medical attention, securing a restraining order, seeking psychological counseling, attending legal proceedings, or participating in safety planning.

AB 2499 also requires employers with 25 or more employees to provide reasonable accommodation for employees or their family members who are victims of violence, such as safety measures in the workplace. Employers must engage in a good faith, interactive process with the employee to determine effective accommodations and ensure the safety of the employee while at work. Certification may be required to verify the need for time off or accommodation, with strict confidentiality maintained. AB 2499 also mandates that employers notify employees of their rights under this law, and the Department of Fair Employment and Housing will develop a notice form for this purpose.

OCTA Position – Monitor

Impact on OCTA: *OCTA must ensure compliance with these expanded protections.*

**AB 2522 (Carrillo, D-Los Angeles): Air districts: governing boards: compensation.
(Chapter 406, Statutes of 2024)**

AB 2522 would adjust the compensation limits for members of governing boards of various air districts in California, including the South Coast Air Quality Management District (SCAQMD), the San Diego County Air Pollution Control District, the Bay Area Air Quality Management District, and the Sacramento Metropolitan Air Quality Management District. For the South Coast and San Diego County districts, AB 2522 increases the maximum allowable compensation for board members from \$100 to \$200 per day and raises the monthly cap from \$1,000 to \$2,000. This legislation also allows these districts to adjust compensation limits further through a public resolution adopted at an open regular meeting but prohibits automatic further increases in compensation.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2561 (McKinnor, D-Inglewood): Local public employees: vacant positions.
(Chapter 409, Statutes of 2024)**

AB 2561 amends the Meyers-Milias-Brown Act (MMBA) to require public agencies to publicly present information regarding job vacancies and recruitment and retention efforts at least once per fiscal year during a public hearing. Recognized employee organizations are entitled to present at these hearings. If the number of job vacancies within a single

bargaining unit meets or exceeds 20 percent of the total authorized full-time positions, the bill mandates that, upon request from the employee organization, the public agency to provide additional information regarding these vacancies during the hearing. This includes data on vacancy rates, efforts to fill the positions, and any challenges faced in recruitment or retention.

OCTA Position – Monitor

Impact on OCTA: *OCTA is not subject to the MMBA but the impacts of this bill could be observed at other public agencies subject to these requirements.*

**AB 2631 (Fong, D-Monterey Park): Local agencies: ethics training.
(Chapter 201, Statutes of 2024)**

AB 2631 requires the FPPC, in consultation with the Attorney General, to create, maintain, and provide an ethics training course for local agency officials. This builds upon the existing practice established in October 2006, when the FPPC launched a free online training program that allowed local officials to meet California's legal requirement of at least two hours of ethics training every two years. By making the FPPC's free training mandatory, local agencies can reduce costs and resource use, as they are no longer required to develop or purchase their own training programs.

OCTA Position – Monitor

Impact on OCTA: *AB 2631 requires the FPPC, in consultation with the Attorney General, to provide a standardized ethics training course for local agency officials. This legislation will impact the OCTA Board of Directors, as they are required to complete ethics training every two years under AB 1234 (Chapter 700, Statutes of 2005). The FPPC's mandatory, free online course will simplify compliance for OCTA Board Members by offering a cost-effective and easily accessible training option. This will reduce the administrative burden on OCTA, as the agency will no longer need to develop or purchase separate ethics training materials, ultimately saving time and resources.*

**AB 2284 (Grayson, D-Concord): County employees' retirement: compensation.
(Chapter 824, Statutes of 2024)**

AB 2284 amends the CERL, which governs county retirement systems and pension benefits. Under current law, "compensation earnable" for a retirement system member is defined by the average compensation for a period based on the average number of days worked by those in similar positions, as determined by the board of retirement. AB 2284 would authorize a retirement system to define "grade" in circumstances where it has not already done so, allowing it to refer to a group of employees who share commodities such as job duties, schedules, work location, or collective bargaining unit. However, these provisions would not take effect in a county until the county's board of supervisors adopts a resolution by majority vote to make them applicable.

OCTA Position – Monitor

Impact on OCTA: *OCTA uses OCERS, which would have the option to redefine the term “grade” for the purposes of calculating pension benefits and grouping employees based on job duties, schedules, collective bargaining units, or other logical work-related factors. If the Orange County Board of Supervisors (BOS) adopts a resolution to implement these provisions, OCTA may experience changes in how pensionable compensation is calculated for its employees.*

AB 3025 (Valencia, D-Anaheim): County employees’ retirement: disallowed compensation: benefit adjustments. (Chapter 427, Statutes of 2024)

AB 3025 addresses how disallowed compensation is handled within retirement systems established under the CERL, which governs the pension benefits for county employees, including those covered under OCERS. The bill mandates specific actions when compensation reported for a member is determined to be disallowed under PEPRA or other relevant laws. For active members, if compensation is found to be disallowed, the retirement system must require the employer to cease reporting this compensation. Additionally, employer contributions made on the disallowed compensation must be credited against future contributions to benefit the employer. Any member contributions related to the disallowed compensation must be returned to the member, either directly or indirectly through the employer, unless the retirement system has already begun a recalculation process.

For retired members, survivors, or beneficiaries whose final compensation was based on disallowed compensation, the bill requires the retirement system to permanently adjust their benefits to exclude the disallowed compensation. The employer contributions made on disallowed compensation must also be credited against future contributions. Member contributions on disallowed compensation must be returned directly to the retired member, survivor, or beneficiary. Additionally, the bill mandates that employers who reported contributions on disallowed compensation make a specified payment to the affected retiree, survivor, or beneficiary as part of the adjustment process.

AB 3025 allows retirement systems that initiated a benefit recalculation process before January 1, 2024, to continue using their established processes for adjusting benefits. Furthermore, AB 3025 grants employers the ability to submit proposed compensation items for review by the retirement system, starting January 1, 2025, if these items are intended to form the basis of pension calculations. The system is required to provide guidance on whether such compensation is permissible under applicable laws. The bill also ensures confidentiality for information related to retired members, survivors, or beneficiaries affected by disallowed compensation. Finally, the bill includes provisions to protect public access to the meetings and writings of public bodies, adhering to existing constitutional requirements by providing legislative findings that justify the confidentiality and protection of sensitive information.

OCTA Position – Monitor

Impact on OCTA: *OCTA would be subject to these processes as a member of OCERS, as applicable.*

SB 399 (Wahab, D-Fremont): Employer communications: intimidation (Chapter 670, Statutes of 2024)

SB 399 prohibits employers from threatening to subject an employee to discrimination, discharge, and retaliation due to an employee declining to attend an employer-sponsored meeting whose main objective is to discuss employer's political and religious opinions and beliefs. If an employee declines to attend, they will continue to be paid during the duration of the meeting. SB 399 does not prohibit employer meetings which cover information an employer is required to communicate by law and information necessary for employees to complete their job duties. If a violation of SB 399 occurs, a \$500 fine will be imposed on the employer for each violation.

OCTA Position – Monitor

Impact on OCTA: *OCTA will need to update corresponding policies related to these prohibitions to ensure compliance.*

SB 1090 (Durazo, D-Los Angeles): Unemployment insurance: disability and paid family leave: claim administration. (Chapter 876, Statutes of 2024)

SB 1090 makes changes to the administration of unemployment compensation disability and paid family leave benefits in California. Existing law requires contributions to the Unemployment Compensation Disability Fund from workers' wages to cover wage loss due to sickness, injury, or other qualifying reasons, with set standards for eligibility to receive these benefits. The State also operates a paid family leave program that provides up to eight weeks of wage replacement for workers taking time off to care for a seriously ill family member. Also, under current law, the Employment Development Department (EDD) is required to issue the first payment of unemployment compensation disability benefits to eligible claimants within 14 days of receiving a properly completed claim. SB 1090 modifies this requirement by specifying that payments must be made within 14 days of receiving the claim or as soon as eligibility begins, whichever is later. Additionally, the bill aligns the paid family leave program's payment schedule with this revised timeline and repeals the existing requirement that paid family leave benefits follow the general provisions of unemployment and disability compensation law. SB 1090 also allows individuals to initiate the claims process up to 30 days before the anticipated first compensable day, instead of filing after the first compensable day, as previously required. These changes will take effect once they are incorporated into the EDD's integrated claims management system as part of the EDDNext modernization project.

OCTA Position – Monitor

Impact on OCTA: *This bill allows individuals to initiate claims earlier and could have impacts on employees at OCTA who need to take leave due to disability or to care for a seriously ill family member.*

**SB 1100 (Portantino, D-Glendale): Discrimination: driver's license.
(Chapter 877, Statutes of 2024)**

Under current law, the California Fair Employment and Housing Act provides protection to potential and existing employees from discrimination practices. SB 1100 makes it unlawful for employers to require applicants or employees to have a driver's license for a job position, unless the position directly needs a driver's license in order to complete job duties or if "alternative modes of transportation" will not suffice in order to complete job duties. If the position duties do require a driver's license to perform tasks, then the employer is required to list this exception in their original job listing.

OCTA Position -- Monitor

Impact on OCTA: *OCTA human resources should be aware of this bill for future employment listings, noting the exception when it comes to performing specific job duties.*

**SB 1321 (Wahab, D-Fremont): Employment Training Panel: employment training program: projects and proposals.
(Chapter 469, Statutes of 2024)**

SB 1321 makes changes to the existing Employment Training Panel (ETP) within the EDD, which funds projects that meet criteria to promote a competitive economy and support high-wage, high-skilled jobs, particularly in manufacturing. The bill expands the scope of the ETP's goals by including disadvantaged, marginalized, and underrepresented workers in hiring, training, and advancement efforts. Additionally, SB 1321 authorizes apprenticeship programs registered with the Division of Apprenticeship Standards to receive ETP funding. SB 1321 introduces new requirements for proposals seeking funding. Applicants must now include an attestation confirming compliance with all state and federal labor and health and safety laws, as well as a declaration affirming no final determination, order, or judgment exists against them for labor law violations. If an applicant fails to provide this attestation, their proposal will be ineligible for consideration or approval. Furthermore, the ETP must regularly publish and update a list of all applicants every 60 days, ensuring transparency and public access.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1162 (Cortese, D-Campbell): Public contracts: employment compliance reports: apprenticeship programs.
(Chapter 882, Statutes of 2024)**

SB 1162 introduces new requirements related to employment compliance reports for public contracts involving skilled and trained workforces. Under existing law, public entities must obtain enforceable commitments from bidders, contractors, or other entities to use a skilled and trained workforce for certain projects, with monthly reports required to demonstrate compliance. A "skilled and trained workforce" is defined as having at least

60 percent of the skilled journeypersons employed on the project to be graduates of an apprenticeship program in the relevant occupation. SB 1162 enhances the reporting requirements by mandating that the monthly compliance reports include the full name, the name, and location of the apprenticeship program, and the graduation date of all workers relied upon to meet the apprenticeship graduation percentage requirement. Additionally, SB 1162 directs the Division of Apprenticeship Standards within the Department of Industrial Relations to establish a public online database by July 1, 2025. This database will allow the verification of a worker's graduation from a California apprenticeship program and will be searchable by the worker's first name, last name, and graduation date.

OCTA Position – Monitor

Impact on OCTA: *SB 1162 may have an operational impact on OCTA by increasing administrative oversight and compliance requirements for projects that involve apprenticeship programs.*

IV. Environment, Resiliency, and Adaptation

AB 1889 (Friedman, D-Burbank): Conservation element: wildlife and habitat connectivity.

(Chapter 686, Statutes of 2024)

AB 1889 expands the requirements of the conservation element as part of the Planning and Zoning Law, which mandates the adoption of a comprehensive general plan that includes various elements, such as land use and conservation, and requires consideration of the impacts of development on natural resources located on public lands. AB 1889 expands the requirements of the conservation element by mandating that, upon the next update of one or more elements on or after January 1, 2028, cities and counties must also consider the effects of development on wildlife movement and habitat connectivity. Specifically, it requires the conservation element to identify and analyze connectivity areas, permeability, natural landscapes, and existing or planned wildlife passage features within the jurisdiction. It further requires local governments to assess the impacts of development and any barriers created by development on wildlife and habitat connectivity. AB 1889 allows local jurisdictions to incorporate by reference existing plans that meet these new requirements, such as certified local coastal plans, into their general plans. Additionally, cities and counties updating their conservation elements are encouraged to consider adopting appropriate standards and policies, consult with relevant entities, and use the best available scientific data regarding landscape connectivity. The bill also authorizes jurisdictions to include a separate wildlife connectivity element in their general plans to meet these requirements.

OCTA Position – Monitor

Impact on OCTA: *AB 1889 could have several indirect impacts on OCTA, as it expands the scope of local conservation planning to include wildlife movement and habitat connectivity.*

SB 1136 (Stern, D-Calabasas): California Global Warming Solutions Act of 2006: report.

(Chapter 184, Statutes of 2024)

Existing law requires the California Air Resources Board (CARB) to provide an annual presentation to the Joint Legislative Committee on Climate Change Policies, evaluating emission trends and include a discussion of the regulatory requirements, initiatives, and other programs that may influence those trends. SB 1136 changes the focus of this report to topics related to CARB's Scoping Plan. As background, the Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045.

OCTA Position – Monitor

Impact on OCTA: *OCTA staff should monitor this annual report and presentation as it may pertain to OCTA planning efforts.*

SB 1158 (Archuleta, D-Norwalk): Carl Moyer Memorial Air Quality Standards Attainment Program.

(Chapter 459, Statutes of 2024)

The Carl Moyer Memorial Air Quality Standards Attainment Program funds the incremental cost of cleaner-than-required vehicles, engines, and equipment to help achieve emission reductions that otherwise would not happen. This program is administered by CARB through local air districts. SB 1158 extends the deadline for the local air district to liquidate the funds from four years to six years after the date of disbursement. According to local air districts, this was needed due to challenges associated with supply chain and more time needed to deploy zero-emission technology.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

V. Funding

AB 761 (Friedman, D-Glendale): Local finance: enhanced infrastructure financing districts.

(Chapter 344, Statutes of 2024)

Existing law allows for the creation of enhanced infrastructure financing districts (EIFD) to support public capital facilities or community projects. A city or county can propose an EIFD by adopting a resolution that outlines the intention and boundaries of the district. The public financing authority must create and adopt an infrastructure financing plan that aligns with general and specific plans. This plan must include a financing section detailing funding strategies, tax limits, and a termination date, normally not exceeding 45 years from bond issuance approval. AB 761 specifies that infrastructure plans proposed on or after January 1, 2025, and focused on passenger rail projects in Los Angeles County with

at least 75 percent of district revenue used for federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan debt service, the EIFD's existence can extend up to 75 years from the TIFIA loan approval date. This aligns with the newly extended maximum term of a TIFIA loan established by the Infrastructure Investment and Jobs Act.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA may wish to monitor the development of any passenger rail projects that result through an EIFD in Los Angeles County to determine impacts it has on regional rail service in Southern California.*

AB 2086 (Schiavo, D-Santa Clarita): Transportation funding: California Transportation Plan (CTP): public dashboard. (Chapter 629, Statutes of 2024)

Current law requires the California Department of Transportation (Caltrans) to prepare the CTP to submit to the Governor and the Legislature. The CTP is California's long-range transportation plan that provides a vision for how the State will meet its transportation needs consistent with the state's GHG emission goals. AB 2086 would require that the CTP include a new financial element, which will provide a comprehensive summary of the full cost associated with implementing the plan in the long term. Specifically, it requires detailed cost summaries for the first ten years of the planning period, an analysis of available revenues throughout the entire planning period, and an assessment of what aspects of the plan are feasible based on realistic revenue projections. AB 2086 also directs Caltrans to enhance an existing public online dashboard by January 1, 2027, to display how annual project investments from various transportation funding programs are advancing the vision and the goals of the CTP. The dashboard must also include other information, such as the status of the implementation of the short-, mid-, and long-term implementation actions included in the CTP, and must be periodically updated to ensure the data and metrics remain current.

OCTA Position – Monitor

Impact on OCTA: *AB 2086 will have several implications for OCTA by introducing new requirements for financial transparency and project alignment with the CTP. This legislation mandates that the CTP include a detailed financial element, providing comprehensive cost summaries for the first ten years and analyzing available revenues to assess the feasibility of the plan. This potentially could include analysis of local sales tax funding and redistribution of existing state and federal resources. Additionally, the requirement for Caltrans to enhance the public dashboard by 2027 to track transportation investments means may require OCTA to supply accurate and timely data on the progress of its projects. OCTA will need to continue to coordinate with Caltrans on these requirements.*

**AB 2261 (Garcia, D-Coachella): Transportation: federal funding: tribes.
(Chapter 102, Statutes of 2024)**

AB 2261 allows a federally recognized Native American to be eligible for federal funding for a transportation project. Twenty-Nine Palms Band of Mission Indians is embarking on a series of transportation improvement projects, including safety projects, to address at-risk infrastructure. The tribe will be authorized as the lead agency for a transportation project that receives federal funding, to the extent permitted by federal and state law.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2488 (Ting, D-San Francisco): Downtown revitalization and economic recovery financing districts: City and County of San Francisco.
(Chapter 274, Statutes of 2024)**

AB 2488 authorizes the City and County of San Francisco to establish one downtown revitalization and economic recovery financing district specifically for the purpose of financing commercial-to-residential conversion projects. The district would use incremental tax revenues generated by these conversions to support the projects, and the boundaries of the district would be limited to downtown San Francisco. AB 2488 requires the City and County of San Francisco to establish the district's governing board at the same time it adopts the resolution to form the district. The district would be responsible for preparing a downtown revitalization financing plan, which must include a process for eligible commercial-to-residential conversion projects to opt-in to receive incremental tax revenues. These revenues would be used to finance debt service for the respective project for up to 30 years or until the district ceases to exist. Commercial buildings within the district that opt-in must do so by December 31, 2032. Any remaining incremental tax revenues would be directed toward downtown revitalization programs. Additionally, AB 2488 requires that all commercial-to-residential conversion projects that opt to receive incremental tax revenues are considered public works projects, requiring compliance with prevailing wage laws and labor standards adopted by the Board of Supervisors. If the Board of Supervisors does not adopt labor standards, projects would be ineligible to receive tax revenue or net available revenue.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2555 (Quirk-Silva, D-La Palma): Sales and use tax: exemption: medicinal cannabis: donations.
(Chapter 920, Statutes of 2024)**

AB 2555 extends the existing exemption from use tax for donated medicinal cannabis and medicinal cannabis products until January 1, 2030. AB 2555 also mandates that no reimbursement will be made to local agencies for lost sales and use tax revenues

resulting from this exemption. The Legislative Analyst's Office (LAO) is required to collect data on the exemption's effectiveness and submit an annual report to the Legislature and the Governor to assess whether the tax exemption is achieving its intended goals.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2854 (Irwin, D-Thousand Oaks): Bradley-Burns Uniform Local Sales and Use Tax Law.
(Chapter 842, Statutes of 2024)**

AB 2854 amends the Bradley-Burns Uniform Local Sales and Use Tax Law, which allows counties and cities to impose local sales and use taxes in alignment with state sales tax regulations. AB 2854 introduces new reporting requirements for local agencies involved in agreements that lead to the direct or indirect transfer, diversion, or rebate of Bradley-Burns local tax revenues. Local agencies must provide detailed information about such agreements annually to the California Department of Tax and Fee Administration. Additionally, AB 2854 mandates that local agencies publish this information on their websites to ensure transparency. Failure to comply with these reporting and publication requirements would result in monetary penalties.

OCTA Position – Monitor

Impact on OCTA: *The increased transparency provided by AB 2854 could provide greater detail to understand fluctuations in revenues for the Local Transportation Fund, part of the Bradley-Burns Uniform Local Sales and Use Tax Law and used by OCTA for transit services.*

**AB 2946 (Valencia, D-Anaheim): District discretionary funds: County of Orange.
(Chapter 249, Statutes of 2024)**

AB 2946 prohibits a member of the BOS from awarding district discretionary funds to a community organization or nonprofit organization unless the BOS approves that award by a majority vote. It also requires the BOS to post on its website a log of appropriated district discretionary funds at the end of each quarter with specified information. Within 90 days before an election, a member of the BOS who is on a ballot as a supervisor district candidate of the BOS and has an opponent on the ballot must not take any action related to spending district discretionary funds.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

SB 867 (Allen, D-Santa Monica): Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.

(Chapter 83, Statutes of 2024)

SB 867 creates the Safe Drinking Water, Wildlife Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, authorizing a \$10 billion bond placed on the ballot for voter approval. At least 40 percent of these funds must be allocated to projects that benefit vulnerable or disadvantaged communities. If approved, the funding would be available for the Legislature to appropriate in the following ways:

- \$3.8 billion for safe drinking water, drought, flood, and water resilience programs
- \$1.5 billion for wildfire and forest resilience programs
- \$1.2 billion for coastal resilience programs
- \$450 million for extreme heat mitigation programs
- \$1.2 billion for biodiversity protection and nature-based climate solution programs
- \$300 million for climate-smart, sustainable, and resilient farms, ranches, and working lands programs
- \$700 million for park creation and outdoor access programs
- \$850 million for clean air programs

OCTA Position – Monitor

Impact on OCTA: Staff should monitor the outcome of this proposal for voter approval. There are some opportunities for OCTA to benefit from funding from these programs, particularly as it relates to coastal resilience and clean air programs.

SB 904 (Dodd, D-Napa): Sonoma-Marín Area Rail Transit District.

(Chapter 866, Statutes of 2024)

SB 904 allows special taxes for the Sonoma-Marín Area Rail Transit District to be imposed via a qualified voter initiative, expanding beyond the district board's authority to propose tax measures. It requires the boards of supervisors in Sonoma and Marin Counties to call special elections for such measures, with costs reimbursed by the district. The bill removes the restriction limiting commuter stations in Sonoma County north of Healdsburg to incorporated areas and requires the district to secure both federal and state workers' compensation and unemployment insurance coverage for employees. Additionally, SB 904 raises the threshold for competitive bidding from \$40,000 to \$75,000 and allows contracts to be awarded based on "best value" criteria rather than just the lowest bid.

OCTA Position – Monitor

Impact on OCTA: For informational purposes.

**SB 1140 (Caballero, D-Salinas): Enhanced infrastructure financing district.
(Chapter 599, Statutes of 2024)**

Existing law allows a city or county to create EIFDs for funding public projects by passing a resolution and mailing it to affected taxing entities. The public financing authority must then hold a meeting and three public hearings, and the infrastructure financing plan must be sent to landowners and taxing entities, with detailed notice requirements. Alternative notice methods are permitted, and the financing plan must be reviewed annually with amendments as needed and an annual report posted after the public hearing. SB 1140 modifies these requirements, reducing the number of public hearings to two, eliminating the need for first-class mail for annual report notices, and expanding the use of alternative notice procedures with added requirements. Notices must be provided in English and other languages spoken by 20 percent or more of the jurisdiction's population with limited English proficiency. SB 1140 also aims to allow local agencies to support additional public benefits such as improving air quality, broadband access, and constructing facilities for nonprofit organizations.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

VI. Housing

**AB 2553 (Friedman, D-Glendale): Housing development: major transit stops: vehicular traffic impact fees.
(Chapter 275, Statutes of 2024)**

AB 2553 alters existing law related to local governments that charge fees for vehicular impacts from new development to allow for reduced fees for a housing development that is located within a transit priority area. A “transit priority area” means an area within one-half mile of a major transit stop that is existing or planned. AB 2553 revises this definition to authorize major transit stops to be counted if they are included in the regional transportation plan or when the stops are planned for completion before or within a year from the housing development. In addition, the definition is expanded to include an intersection of two or more major bus routes with a frequency of service intervals of 20 minutes or less during the morning and afternoon peak commute periods, expanding the current definition of 15 minutes or less. The goal of this legislation is to expand the geographic scope for which these lower fees apply and encourage more housing near transit. However, the definitional changes for “major transit stop,” specifically that related to transit frequency may impact other state statutory requirements that cite this definition.

OCTA Position – Monitor

Impact on OCTA: *The changes to the definition of major transit stop will increase how many major transit stops exist in Orange County. Local cities are likely to reach out to OCTA to understand where this definition may apply as it relates to housing development projects in their cities.*

AB 2597 (Ward, D-San Diego): Planning and zoning: revision of housing element: regional housing need allocation appeals: Southern California Association of Governments.

(Chapter 572, Statutes of 2024)

Existing law requires the Housing and Community Development (HCD), in collaboration with the council of governments, to assess housing needs and distribute these needs among local governments. Local governments can appeal their housing allocation within 45 days, but AB 2597 reduces the appeal period to 30 days. Furthermore, AB 2597 changes the public hearing notice requirement from 21 to ten days and mandates the HCD to approve the final housing allocation plan within 15 days instead of 30. AB 2597 also extends the housing element revision deadline for Los Angeles and Imperial counties to 24 months after the biennial regional transportation plan update, starting with the seventh revision. It also sets a condition that the next scheduled housing element revision date should not exceed eight years from the previous deadline. The intent of this legislation is to split the Southern California Association of Government region into two phases, creating a more evenly distributed housing element workload.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

ACA 10 (Aguiar-Curry, D-Davis): Local government financing: affordable housing and public infrastructure: voter approval.

(Chapter 134, Statutes of 2024)

ACA 1 (Chapter 173, Statutes of 2023) is a constitutional amendment that allows a city, county, or special district to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure with 55 percent voter approval rather than two-thirds. ACA 10 would direct the Secretary of State to make specified changes to ACA 1, which appeared on the November 5, 2024, ballot as California Proposition 5. If approved by the voters, ACA 10 would change the approval requirements for local governments to impose, extend, or increase certain taxes for funding public infrastructure and affordable housing projects, including to remove the ability for local agencies to pass special taxes for public infrastructure and affordable housing with a 55 percent vote of the public, leaving only the ability for local agencies to pass bonds at the lower 55 percent vote threshold. ACA 10 also revises the definition of public infrastructure.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Without the inclusion of special taxes, this will likely have little impact on OCTA. However, if approved by the voters, there is opportunity to pass bonds at a lower vote threshold.*

VII. Planning

AB 98 (Carillo, J., D-Palmdale): Planning and zoning: logistics use: truck routes. (Chapter 583, Statutes of 2024)

Beginning January 1, 2026, AB 98 creates new requirements related to warehouse design and building standards based on the size of the warehouse and whether it meets certain zoning standards. AB 98 also requires local governments to update its circulation element to include truck routes by January 1, 2028, unless they are in the warehouse concentration region, in which case this must be updated by January 1, 2026. In doing so, the county or city must maximize the use of interstate or state divided highways as preferred routes for truck routes. By January 1, 2028, all proposed logistics use developments must be accessible via arterial roads, major thoroughfares, or roads that predominately serve commercially-oriented uses. The purpose is to minimize adverse impacts on residential communities and enhance transportation efficiency. The county or city may consult with Caltrans and the California Freight Advisory Committee for technical assistance.

Upon appropriation and beginning January 1, 2032, the SCAQMD must deploy mobile air monitoring systems within the counties of Riverside and San Bernardino to collect air pollutant measurements in communities that are near operational logistics use developments. These findings must be reported to the Legislature by January 1, 2033, with an interim report submitted by January 1, 2028. Finally, AB 98 requires SCAQMD to establish a process for receiving community input on how any penalties are assessed and collected for violations of the Warehouse Indirect Source Rule are spent.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA should work with local governments on the implementation to mitigate impacts on traffic patterns and environmental impacts.*

AB 2712 (Friedman, D-Glendale): Preferential parking privileges: transit-oriented development. (Chapter 415, Statutes of 2024)

Existing law prohibits cities from imposing or enforcing a minimum parking requirement on a development project if the project is within one-half mile of a major transit stop. Since the implementation of this law, developers have instead been providing preferential parking permits, which serve as a de facto parking lot for their projects. AB 2712 sought to refine existing law by prohibiting the City of Los Angeles from granting preferential parking permits to residents of new developments, as specified, that are exempt from the minimum parking requirements.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA staff may wish to monitor how the correlation to major transit stops affects development projects in the City of Los Angeles.*

AB 2817 (Dixon, R-Newport Beach): State highways: Route 1: relinquishment. (Chapter 416, Statutes of 2024)

AB 2817 authorizes the CTC to relinquish to the City of Laguna Beach the portion of Route 1 that is located between Moro Ridge Road and Via Mentone if Caltrans and the City of Laguna Beach enter into an agreement providing for that relinquishment. If the relinquishment occurs, the portion of Route 1 will cease to be a state highway, and the City of Laguna Beach will be responsible for traffic flow and signage.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. This may impact bus operation services and other traffic-related services OCTA works on with the City of Laguna Beach.*

AB 3177 (Carrillo, W., D-Los Angeles): Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts. (Chapter 436, Statutes of 2024)

AB 3177 prohibits a local agency from imposing a land dedication requirement on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. There are some exceptions if the development is not in a transit priority area or has a linear street frontage of 500 feet or more.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA should be aware of this new prohibition as it could impact local street projects throughout the County.*

SB 532 (Wiener, D-San Francisco): Parking payment zones. (Chapter 858, Statutes of 2024)

SB 532 authorizes the City of Long Beach, the City and County of San Francisco, and the City of Santa Monica to establish parking payment zones that require payment via mobile devices until January 1, 2033, under specific conditions. The bill allows these local authorities to mandate mobile payment for parking fees, provided they meet certain accessibility requirements. This includes adopting an accessible and equitable cash payment plan, which ensures alternatives for paying parking fees without relying on parking meters or payment centers. The bill mandates that local authorities consult with relevant stakeholder groups, such as racial equity, privacy protection, and economic justice organizations, when developing the cash payment plan.

Furthermore, local authorities that implement mobile device parking payment zones are required to submit an evaluation report by the fourth year of operation. This report must assess the impact of the zones on equity, accessibility, privacy, and associated costs. The parking payment zones authorized by SB 532 may operate for five years following the creation of the first mobile device payment zone or until January 1, 2033, whichever is sooner.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

SB 768 (Caballero, D-Salinas): California Environmental Quality Act: Department of Housing and Community Development: vehicle miles traveled: study. (Chapter 773, Statutes of 2024)

SB 743 (Chapter 386, Statutes of 2013) required the Office of Planning and Research, also now known as LUCI, to update the CEQA criteria for analyzing transportation impacts of projects to replace the traditional metric of “levels of service”. Discretion was provided on using the new metric in transit priority areas or statewide. The goal was to better promote the State’s goals of reducing GHG emissions and transportation-related air pollution, promoting the development of multimodal transportation systems, and providing clean, efficient access to destinations. LUCI proposed changing the CEQA guidelines, identifying vehicle miles traveled (VMT) as the best metric to evaluate a project’s transportation impacts both within and beyond transit priority areas.

By January 1, 2028, and upon appropriation by the Legislature, SB 768 requires HCD to conduct and post online a study on how VMT is used as a metric for measuring transportation impacts of housing projects. In conducting this study, HCD must consult with local governments and other parties such as the California State Transportation Agency (CalSTA), CARB, Caltrans, LUCI, local agencies, and industry organizations. The study must include: an analysis of the implementation and outcomes of the guidelines as they pertain to housing projects, an analysis and comparison of how VMT impacts of mitigation measures are identified, measures, and deployed at all levels of government, a list of the cost of VMT mitigation measures on housing projects, a list of housing project types that are exempted from analysis of VMT, an analysis of the differences in the availability and feasibility of mitigation measures to housing projects for VMT in various regions, and a discussion of the relationship between VMT reduction, GHG reduction, housing volume, house affordability, transportation, economic development, public health, and equity. This requirement will sunset on January 1, 2029.

OCTA Position – Monitor (previously support)

Impact on OCTA: *OCTA previously supported this legislation when it was more closely associated with the use of mitigating VMT on transportation projects. It was amended to pertain to housing impacts and therefore, OCTA reverted to a monitor position. OCTA staff should still monitor the development and results of this study as it could provide some insights into the implementation of VMT as a metric. This is a step in the right direction of better understanding the challenges associated with the VMT criteria in the updated CEQA guidelines and may help highlight a path toward more realistic and achievable mitigation measures.*

**SB 107 (Wiener, D-San Francisco): Transportation: planning: complete streets facilities: transit priority facilities.
(Chapter 630, Statutes of 2024)**

Current law requires Caltrans, in consultation with the CTC, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program (SHOPP). It also requires the CTC, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. SB 960 would add targets for "complete streets" that include bicycle, pedestrian, and transit facilities to these performance measures and plans. It also directs Caltrans to commit to four-year targets for incorporating these facilities into SHOPP projects. For SHOPP projects with complete streets facilities, Caltrans would be required to consult with various stakeholders to develop guidance on implementation. Projects in underserved communities would be required to have targeted outreach. If Caltrans does not include complete streets facilities consistent with the aforementioned guidance, the justification must be documented and posted to Caltrans' website.

SB 960 also requires Caltrans to develop a policy for implementing transit priority facilities on state highways by January 1, 2026. This must be developed in consultation with relevant stakeholders, including transit operators, local government, regional transportation planning agencies, and transit advocacy organizations. By January 1, 2027, Caltrans must adopt guidance that defines transit performance measures and identifies specific responsibilities for Caltrans in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system. Design guidance for transit priority facilities must be adopted by Caltrans by July 1, 2028. Beginning with the 2028 SHOPP, Caltrans would be required to, in locations with current or future transit priority needs, provide and improve transit priority facilities on the state highway system in a manner consistent with its most recent guidance, transit plans, and the State Highway System Management Plan.

OCTA Position – Monitor

Impact on OCTA: Historically, SHOPP has prioritized highway preservation, maintenance, and safety upgrades without a primary emphasis on multimodal improvements. Integrating "complete streets" elements, as required by SB 960, will necessitate a shift in both planning priorities and funding allocation. Additionally, because SHOPP funds are finite, dedicating more resources to pedestrian and bicyclist infrastructure may reduce the available funding for other critical highway maintenance and safety projects, presenting trade-offs in planning decisions. OCTA will also need to coordinate closely with Caltrans to navigate these changes, including identifying suitable locations for transit priority lanes, protected bicycle lanes, and enhanced pedestrian crossings on state highways.

SB 1297 (Allen, D-El Segundo): The City of Malibu’s speed safety system pilot program.

(Chapter 631, Statutes of 2024)

SB 1297 authorizes the City of Malibu to establish a speed safety system pilot program for speed enforcement that utilizes up to five speed safety systems, to be operated by the local department of transportation, on the Pacific Coast Highway. These programs are currently authorized for the Cities of Glendale, Long Beach, Los Angeles, Oakland and San Jose, and the City and County of San Francisco. The City of Malibu would have to engage in a public information campaign at least 30 days before the implementation of the program to educate the public on how the systems detect speed infractions and where they will be placed alongside Pacific Coast Highway. For implementation, the City of Malibu would also have to display clear signage of these safety systems, fair legal process for violation appeals, and submit a report to evaluate the effectiveness of the program. Additionally, the City of Malibu would be required to enter into an agreement with Caltrans regarding the use of any excess revenue for traffic-calming measures. When the program is initially implemented, there is to be a 60-day period where only warnings are being issued if drivers violate the speed limit, and the safety system captures it. After the 60-days, if the speed safety system captures any violations, violators are subject to penalties implemented on a progressive scale.

OCTA Position-Monitor

Impact on OCTA: *For information purposes only.*

VIII. Public Meetings

AB 2302 (Addis, D-San Luis Obispo): Open meetings: local agencies: teleconferences.

(Chapter 389, Statutes of 2024)

AB 2302 makes adjustments to the rules for local government bodies, such as city councils or county boards, when they hold meetings via teleconference under the Ralph M. Brown Act. Normally, if these bodies use teleconferencing, they must make all teleconference locations accessible to the public and meet certain requirements, including having a quorum of members physically present within the area the agency oversees. AB 2302 updates the rules for how often members of these bodies can participate in meetings remotely, but only for "just cause" or "emergency circumstances" if the board has permitted such remote participation. It removes some previous limits on how long members can participate remotely and instead sets new rules based on how frequently the local agency meets. For example, the number of meetings a member can attend remotely each year will depend on how often the legislative body regularly holds meetings. It also clarifies that if multiple meetings happen on the same day, they will be counted as one for the purpose of tracking remote participation.

OCTA Position – Monitor

Impact on OCTA: *AB 2302 does not currently directly affect OCTA because the agency has not authorized its Board Members to teleconference for “just cause.” AB 2302 only expands the rules for remote participation under those specific conditions, particularly for agencies that meet frequently. However, it does not change the traditional teleconferencing method where a location is noticed on the agenda and open to the public for participation.*

**AB 2715 (Boerner, D-Solana Beach): Ralph M. Brown Act: closed sessions.
(Chapter 243, Statutes of 2024)**

AB 2715 amends the Ralph M. Brown Act to expand the circumstances under which a legislative body of a local agency may hold closed sessions. Currently, the Act allows closed sessions for matters posing a threat to the security of essential public services. This bill would additionally permit closed sessions with law enforcement or security personnel to address threats related to critical infrastructure controls or critical infrastructure information concerning cyber security. AB 2715 defines “critical infrastructure controls” as networks and systems vital to the local agency, where disruption would severely impact public health, safety, or economic security. It also defines “critical infrastructure information” as sensitive data related to vulnerabilities or threats to critical infrastructure, including cybersecurity risks.

OCTA Position – Monitor

Impact on OCTA: *AB 2715 would impact OCTA by expanding the scope of issues that can be discussed during closed sessions of its Board of Directors, specifically concerning cybersecurity threats to OCTA's critical infrastructure.*

IX. Public Works and Procurement

**AB 1862 (Chen, R-Brea): Engineering, land surveying, and architecture: limited liability partnerships.
(Chapter 361, Statutes of 2024)**

AB 1862 extends the sunset dates to authorize licensed engineers, land surveyors, and architects to form limited liability partnerships to January 1, 2034, while carrying specific liability insurance amounts.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 1957 (Wilson, D-Suisun City): Public contracts: best value construction contracting for counties.
(Chapter 58, Statutes of 2024)**

AB 1957 authorizes any county in the State to use the best-value procurement method for construction projects in excess of \$1 million and individual annual contracts for repair, remodeling, or other repetitive work to be done according to unit prices, not to exceed \$3 million. AB 1957 would require the board of supervisors of a participating county to

submit a report that contains information about the projects awarded using the best value procedures to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA is not included in the definition of a “county,” but the County of Orange may choose to use this authority for public works projects.*

AB 2393 (Dixon, R-Newport Beach): Tidelands and submerged lands: County of Orange and Newport Bay: franchises or leases. (Chapter 107, Statutes of 2024)

AB 2393 amends existing law governing the use of tidelands and submerged lands granted to the County of Orange by the State of California, specifically within Newport Bay. Under current law, the County holds these lands in trust and is authorized to use them for public purposes such as public beaches, marinas, aquatic playgrounds, and other recreational facilities open to the public. The County is currently prohibited from granting franchises or leases on these lands for periods exceeding 50 years. AB 2393 extends the maximum allowable term for franchises or leases of these tidelands and submerged lands from 50 years to 66 years, allowing longer-term agreements for public uses and purposes consistent with the trust.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 2590 (Reyes, D-San Bernardino): San Bernardino County Transportation Authority: contracting. (Chapter 724, Statutes of 2024)

AB 2590 modifies the contracting procedures for the San Bernardino County Transportation Authority (SBCTA). Currently, SBCTA is required to award contracts for supplies, equipment, materials, and construction to the lowest responsible bidder if the required expenditure exceeds \$25,000. For expenditures between \$1,000 and \$25,000, SBCTA must obtain at least three written or oral quotations to compare prices and terms. AB 2590 updates these thresholds and procedures, allowing contracts for supplies, equipment, or materials that exceed \$100,000 to be awarded either to the lowest responsible bidder or, at SBCTA’s discretion, to a responsible bidder that provides the best value based on factors outlined in the solicitation. Additionally, for purchases exceeding \$5,000 but not exceeding \$10,000, the bill requires SBCTA to obtain a minimum of three quotations, either written or oral, to compare prices and terms.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2812 (Kalra, D-San Jose): Santa Clara Valley Transportation Authority.
(Chapter 17, Statutes of 2024)**

AB 2812 increases the \$150,000 threshold for the Santa Clara Valley Transportation Authority (VTA) to let contracts to the lowest responsible bidder or to the bidder who submits a proposal that provides best value to \$200,000. It also raises the limit for VTA to obtain at least three bids to a minimum of \$5,000 and a maximum of \$200,000.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2879 (Lackey, R-Palmdale): High-Speed Rail Authority: contracting.
(Chapter 248, Statutes of 2024)**

AB 2879 requires any contract change order with a value greater than \$100 million to be approved by the California High-Speed Rail Authority rather than delegating that power to the executive director.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1068 (Eggman, D-Stockton): Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.
(Chapter 181, Statutes of 2024)**

SB 1068 allows the Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link Rail) to utilize the Construction Manager/General Contractor project delivery method for contracting purposes related to the planning, design, and construction of a rail connection between BART and the Altamont Corridor Express commuter rail service. Under existing law, Valley Link Rail has the power to contract with public and private entities for various tasks necessary to achieve transit connectivity. The bill expands these powers, specifically authorizing Valley Link Rail to use the Construction Manager/General Contractor project delivery method, which involves contracting a construction manager to provide both preconstruction services during the design phase and construction services during the project's construction phase. Additionally, SB 1068 extends Valley Link Rail's contract powers to include work on the state highway system related to the construction of passenger rail service through the Altamont Pass Corridor, with the requirement that Caltrans perform construction inspection services for any projects interfacing with the state highway system.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 774 (Ashby, D-Sacramento): Contractors: licensing.
(Chapter 485, Statutes of 2024)**

SB 1455 makes several changes to the Contractors State License Law, which governs the licensure and regulation of contractors in California. SB 1455 extends the existence of the Contractors State License Board within the Department of Consumer Affairs until January 1, 2029, and implements changes to contractor licensing procedures.

One key change under SB 1455 is the removal of the requirement for applicants or licensees to submit an employment duty statement for the qualifying individual responsible for overseeing construction operations. It also eliminates the associated misdemeanor penalty for failing to provide this information. SB 1455 clarifies that "direct supervision or control" includes supervision of construction operations. SB 1455 also expands the definition of "person" to include federally recognized tribes, allowing contractors' licenses to be issued to tribal businesses that verify their status. In addition, federally recognized tribes and participating tribes are exempt from certain licensing requirements, such as the bond requirement for qualifying individuals and specific corporate reporting and suspension provisions.

The bill further adjusts fee structures related to contractor examinations, removing certain fees and requiring that examination fees reflect actual administrative costs. Contractors involved in public complaints requiring professional investigations must now cover the associated costs. SB 1455 also updates the process for awarding authorities to determine the necessary license classifications for public works contracts, aligning them with specified provisions of the Contractors State License Law and state regulations.

Regarding workers' compensation insurance, SB 1455 extends the requirement for licensed contractors to maintain workers' compensation insurance or file an exemption, with the compliance deadline set for January 1, 2028. Additionally, SB 1455 requires the Contractors State License Board to establish a process by January 1, 2027, to verify the eligibility of contractors without employees for exemption from the insurance requirement.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

X. Rail

**AB 2503 (Lee, D-Milpitas): California Environmental Quality Act: exemption: passenger rail projects.
(Chapter 718, Statutes of 2024)**

AB 2503 expands existing CEQA exemptions for certain transportation-related projects. Certain transportation projects such as bus rapid transit and light rail services using low- or zero-emission vehicles on existing rights-of-way are currently exempt from CEQA until January 1, 2030. AB 2503 expands this exemption to include passenger rail projects that will be exclusively operated by zero-emission trains and are located entirely within existing rail or highway rights-of-way. If a lead agency determines that a passenger rail

project qualifies for this exemption, the agency must still file a notice of exemption with LUCI and the county clerk where the project is located.

OCTA Position – Monitor

Impact on OCTA: OCTA is closely monitoring the developments related to this bill and anticipates receiving further guidance. Rail projects will need to meet specific requirements to qualify for a CEQA exemption, and OCTA is evaluating whether any of its future rail projects could benefit from this exemption.

SB 1098 (Blakespear, D-Encinitas): Passenger and freight rail: LOSSAN Rail Corridor.

(Chapter 777, Statutes of 2024)

SB 1098, also known as the Southern California Rail Revitalization Act, requires upon appropriation by the Legislature, the CalSTA Secretary to submit a report to the Legislature, no later than two years after the appropriation is made, on the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. In preparing this report, the Secretary must consult existing plans, studies, reports, and guidance. The report must include:

- A baseline summary of transportation and environmental conditions in existence as of January 1, 2025, along the rail corridor.
- Prioritized capital improvement projects in the corridor necessary to improve current services and achieve service growth, performance, and network goals consistent with the State Rail Plan.
- Prioritized improvement projects in the corridor necessary to ensure the resiliency of both natural resources and transportation infrastructure.
- A description of administrative actions taken by CalSTA, using authority in existence before January 1, 2025, to improve operations and performance of the corridor.
- Recommendations for the corridor to connect with other passenger rail services.
- Strategies to support and improve existing rail service and increase ridership, including a description of necessary operations funding for increased service frequencies.
- Recommendations to achieve zero-emission state-supported intercity service, including an analysis of available technologies and necessary corridor infrastructure.
- Strategies and recommendations to support coastal hazard resiliency planning in the corridor.
- A description of coordination activities through the federal Corridor Identification and Development (Corridor ID) Program.

The CalSTA Secretary must also convene a working group that includes at least the following representatives: LOSSAN Rail Corridor track owners, LOSSAN Rail Corridor passenger and freight operators, the county transportation commissions of the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the metropolitan planning organizations for the counties of Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, Santa Barbara, and Ventura; business, community, transportation, environmental, labor, and civic organizations; the CCC; and Caltrans' Division of Rail and Mass Transportation.

The working group must submit consensus recommendations and feedback in a report to the Legislature by February 1, 2026. The recommendations must include strategies to increase rail service coordination and reduce disruptions or delays, alternative management and operations models or structures that improve intercity and regional rail services, changes to state statutes, rules, or funding necessary to improve passenger rail services, and coordination of planning and project development through the federal Corridor ID Program. The working group must recognize the ownership and rights held in the LOSSAN Rail Corridor and it must be developed with meaningful public engagement. Also, before submitting the report, the working group must submit the recommendations and feedback to the governing boards of the LOSSAN Rail Corridor Agency, the Southern California Regional Rail Authority, and the North County Transit District for review and consideration. More information can be included in the larger CalSTA report if there is a need for follow-up on any of these items. No funding is provided for the working group or report.

Upon appropriation, SB 1098 would also require the CalSTA Secretary to submit a report to the Legislature no later than three years after an appropriation is made, and then every two years, regarding the management of the LOSSAN Rail Corridor. The report must contain information related to all of the following:

- Performance, ridership, usage, and quality of intercity, regional rail, and freight services.
- Updates to capital improvement planning.
- Progress in delivering fleet and infrastructure improvement projects.
- Improvements to service and fare coordination.
- Opportunities to increase the quality and frequency of services.
- Updates on corridor resiliency, prepared in coordination with the CCC.

SB 1098 further stipulates that the CalSTA Secretary must provide guidance and recommendations to stakeholders to ensure the performance of the LOSSAN Rail Corridor. This would include planning, as needed, related to service frequencies, equipment and fleet management, infrastructure improvement and state-of-good-repair projects, and resiliency of the corridor.

OCTA Position – Monitor

Impact on OCTA: *OCTA, along with other stakeholders, will be engaged in the working group that will provide recommendations to the Legislature. It will be important to highlight the work that has already been done on the LOSSAN Rail Corridor and carefully review any proposed recommendations to change the management structure of LOSSAN or existing governing statutes. OCTA should also engage CalSTA on the development of their reports to ensure that OCTA projects are properly prioritized and that CalSTA's role continues to be offered in a way that helps promote collaboration between stakeholders and respects various agency jurisdictional responsibilities.*

XI. State Budget

AB 107 (Gabriel, D-Encino): Budget Act of 2024. (Chapter 22, Statutes of 2024)

AB 107 is a subsequent budget bill detailing further agreements between the Legislature and the Administration for the fiscal year (FY) 2023-24 state budget. Specifically, this budget bill adjustments to public transportation funding disbursements. The following was included:

- \$5.1 billion preserved in formula funding for public transit capital projects and operations, subject to the accountability provisions of SB 125 (Chapter 54, Statutes of 2023). \$4 billion of these dollars are formula Transit and Intercity Rail Capital (TIRCP) funds, and the other \$1.1 billion are Zero-Emission Transit Capital Program (ZETCP) funds. The Orange County Transportation Authority is anticipated to receive approximately \$380 million of these funds, with the TIRCP funds being distributed yearly through FY 2026-27 and the ZETCP funds being distributed yearly through FY 2027-28, or over the course of five years.
- Preserves the \$148 million in remaining TIRCP Cycle 6 program funds for Southern California and the LOSSAN Rail Corridor.
- Restores \$200 million of the \$600 million in proposed cuts for ATP, including \$100 million in FY 2024-25 and \$100 million in FY 2025-26. The remaining \$400 million of the \$600 million that was not restored as part of this budget is subject to future budget cycles.
- Includes \$211 million for the State-Supported Intercity Passenger Rail Agencies over three years: \$66 million in FY 2024-25, \$72 million in FY 2025-26, and \$73 million in FY 2026-27 to fund operating expenses from the Public Transportation Account.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *OCTA staff were heavily engaged in conversations to maintain the funding provided in last year's budget. This budget bill makes appropriations to maintain*

the transportation funding, providing OCTA resources to support various projects already in the works and support the purchase of zero-emission buses or associated infrastructure.

**AB 166 (Committee on Budget): Housing.
(Chapter 48, Statutes of 2024)**

AB 166 is a subsequent budget bill detailing further agreements between the Legislature and the Administration for the FY 2023-24 state budget. Specifically of note, this budget bill pushes the obligated deadline for the Regional Early Action Planning Grants Program from June 30, 2024, to September 30, 2024, and maintains the deadline for expenditures under the program of June 30, 2026. However, this bill will now provide that for funds unexpended after June 30, 2026, the HCD may make those funds available to other eligible entities.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: OCTA utilizes funding from the Regional Early Action Planning Grants Program for various transit and active transportation projects. Staff will want to stay aware of the changes in deadlines to this program.

**AB 173 (Committee on Budget): Transportation budget trailer bill.
(Chapter 53, Statutes of 2024)**

AB 173 is the transportation trailer bill for this year. The primary component of this bill is the modification of the accountability provisions of SB 125 (Chapter 54, Statutes of 2023) related to the supplemental funding provided for transit and capital operations. Specifically, this bill modifies the SB 125 accountability provisions related to this funding by:

- Allowing CalSTA to adjust TIRCP formula program guidelines annually before fund distribution in 2024, 2025, 2026, and 2027.
- Requiring regional transportation planning agencies to submit updated financial plans and transit operator data by December 31, 2024, to receive funds for FY 2024-25, with similar requirements for FYs 2025-26, 2026-27, and 2027-28.
- Allows a regional transportation agency to remedy its financial plan and transit operator data by August 31, 2024, and maintains April 30th as the deadline for the next three years.

Additionally, AB 173 adds several other provisions related to reporting and funding requirements, including:

- Requiring the Secretary of CalSTA to work with Caltrans and the CTC to identify available funding for grade separation projects that were previously awarded funding from Cycle 6 of the TIRCP and the Port and Freight Infrastructure Program.

CalSTA must submit a report to the Legislature by April 30, 2025, on any identified funding for the impacted projects.

- Requiring Caltrans to annually compile and report to the Legislature by October 1, starting in 2025, on the zero-emission vehicles it purchases, owns, or leases. The report must include details on weight categories, fuel source types, average prices, delivery times, and an analysis of vehicle performance by weight class, along with information on charging and refueling stations. This requirement will be in effect until January 1, 2036.
- Requiring up to 25 percent of funding made available for the Highways to Boulevards Program to be set aside for planning, with the remainder for project implementation.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *OCTA has worked closely with transit agencies and the Legislature regarding the preservation of SB 125 funds. This bill expands the requirements of the accountability program to the distribution of funds appropriated to CalSTA for the formula TIRCP.*

**AB 179 (Committee on Budget): State government.
(Chapter 997, Statutes of 2024)**

AB 179 is a subsequent budget bill that makes various amendments to the State Contract Act and other existing laws related to state government processes. AB 179 authorizes the use of job order contracting by the Department of General Services (DGS) for public works projects. It limits job order contracts to a maximum initial term of 24 months and a total contract value of \$10 million during the first term and permits the DGS to extend contracts for up to four additional one-year terms, with an annual limit of \$5 million per extension. Individual job orders under the contract cannot exceed \$1 million. Requires annual adjustments to the contract and job order caps based on the California Construction Index and mandates that contractors provide an enforceable commitment to use a skilled and trained workforce for all work in apprenticeable occupations, in accordance with existing labor laws. Requires compliance with prevailing wage laws, ensuring that contractors pay prevailing wages applicable at the time the job order is issued, with wage adjustments for the duration of the contract.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. State agencies that OCTA partners with may choose to utilize this authority if able to comply with these requirements.*

**AB 3278 (Committee on Transportation): Transportation: omnibus bill.
(Chapter 226, Statutes of 2024)**

Every year, the transportation committee solicits feedback from transportation stakeholders on where there may need to be refinements to sections of law relating to transportation and creates an omnibus bill incorporating those non-controversial changes. Changes included in this year's bill, AB 3278, include updating the penal code to reflect that failure to appear in traffic violator court is no longer a misdemeanor, updates statute related to commercial driver's licenses to reflect changes in federal law pertaining to human trafficking, and revises Basic Inspection Terminal requirements for the CHP.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 108 (Wiener, D-San Francisco): Budget Act of 2024.
(Chapter 35, Statutes of 2024)**

SB 108 is a Budget Bill Junior associated with the 2024 Budget Act, making technical and substantive changes to various budget provisions. This bill adjusts total state spending, which amounts to \$293 billion, including \$211.5 billion from the General Fund. Specifically, it amends AB 107, the 2024-25 Budget Act, to reflect various funding shifts, reappropriations, and new appropriations across multiple sectors.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 109 (Wiener, D-San Francisco): Budget Act of 2023.
(Chapter 36, Statutes of 2024)**

SB 109 is a Budget Bill Junior that makes technical and substantive changes to the Budget Act of 2023-24, aligning it with the final budget agreement between the Legislature and the Administration. The bill reflects adjustments across multiple sectors, including significant investments in transportation infrastructure.

Key transportation-related provisions include:

- Competitive TIRCP: The bill provides \$1.4 billion General Fund and \$133.2 million Greenhouse Gas Reduction Fund (GGRF) for this program, managed by CalSTA. These funds aim to support projects that enhance public transit and intercity rail services, improving connectivity and reducing GHG emissions.
- Formula TIRCP: SB 109 allocates \$1.5 billion General Fund and \$463 million GGRF for this program, also overseen by CalSTA. This funding will be distributed to transit agencies based on a formula, supporting infrastructure upgrades and capital projects that promote the use of public transit and intercity rail.

- **Transit Buses & Infrastructure:** The bill provides \$28.5 million GGRF to the California Energy Commission (CEC) for Transit Buses & Infrastructure. This funding is intended to support the expansion of clean energy transit bus fleets and the necessary infrastructure to support zero-emission vehicles, contributing to the state's climate goals.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: SB 109 allocates \$1.4 billion General Fund and \$133.2 million GGRF for the Competitive TIRCP, as well as \$1.5 billion General Fund and \$463 million GGRF for the Formula TIRCP. OCTA leverages both competitive and formula TIRCP funds for key transit and rail projects and operations.

**SB 164 (Committee on Budget and Fiscal Review): State government.
(Chapter 41, Statutes of 2024)**

SB 164 is a trailer bill that implements various provisions adopted as part of the 2024 Budget Act. This bill makes technical and substantive statutory changes necessary to carry out the provisions of the state's budget. Key transportation and infrastructure-related provisions include:

- **Middle-Mile Broadband Initiative:** The bill requires the Office of Broadband and Digital Literacy, under the California Department of Technology, to prioritize last-mile connections to unserved and underserved areas for the construction of the statewide open-access middle-mile broadband network. Caltrans will prioritize segments necessary for last-mile projects funded through the Broadband Equity, Access, and Deployment Program, the California Advanced Services Fund, and the Federal Funding Account.
- **Governor's Office of Planning and Research (OPR) Reorganization:** The bill restructures OPR by renaming OPR to LUCI and by moving several programs. The Zero-Emission Vehicle Program is transferred from OPR to the Governor's Office of Business and Economic Development (GO-Biz) to enhance the state's efforts in promoting clean vehicle technology and infrastructure. Other programs, such as California Volunteers and the California Jobs First Program, are also moved to align state resources more effectively.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: For informational purposes.

XII. Tolling

AB 2645 (Lackey, R-Palmdale): Electronic toll collection systems: information sharing: law enforcement.

(Chapter 730, Statutes of 2024)

Under current law, transportation agencies operate under certain constraints when it comes to sharing personally identifiable information. AB 2645 makes an exception to this by allowing a transportation agency that employs an electronic toll collection system to provide the date, time, and location of a vehicle license plate reader captured by the system to a peace officer in response to an alert containing a license plate number of a vehicle. This applies to alerts for missing children, elderly, and others.

OCTA Position – Monitor

Impact on OCTA: *OCTA will be able to share this data with law enforcement in certain cases.*

AB 2669 (Ting, D-San Francisco): Toll bridges: tolls.

(Chapter 731, Statutes of 2024)

AB 2669 prohibits a toll from being imposed on a pedestrian, bicyclist, or personal micromobility device when passing over any bridge unless the bridge was under construction after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge. This also applies to state-owned bridges and bridges that are a part of the state highway system.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 2678 (Wallis, R-Rancho Mirage): Vehicles: high-occupancy vehicle lanes.

(Chapter 414, Statutes of 2024)

AB 2678 extends the existing state law that allows certain alternative fuel, plug-in electric, and hybrid vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants. Current state law, aligned with federal authorization, allows vehicles with valid decals or identifiers to access HOV lanes even if they do not meet the occupancy requirements. This authorization is set to expire on September 30, 2025, coinciding with the expiration of the federal authorization. AB 2678 would extend the State's provisions until January 1, 2027.

OCTA Position – Monitor

Impact on OCTA: *Without an extension to the federal deadline, the decals will expire on September 30, 2025.*

AB 3138 (Wilson, D-Suisun City): License plates and registration cards: alternative devices.

(Chapter 756, Statutes of 2024)

AB 3138 modifies existing law regarding the use of alternative devices as replacements for conventional license plates, registration cards, and related vehicle identification elements. Commencing January 1, 2027, AB 3138 would alter the limitations on vehicle location technology used in alternative devices. It would authorize the use of an alternative device with vehicle location technology for any vehicle, subject to specific safeguards. The bill outlines the requirements for how vehicle location technology may be disabled or enabled, ensuring that personal identifiable information is not recorded or transmitted by these devices. Additionally, AB 3138 requires the California Department of Motor Vehicles (DMV) to delete any data from an alternative device, or its provider, that the DMV is not authorized to receive.

OCTA Position – Monitor

Impact on OCTA: *Digital license plates must still meet readability requirements related to alternative license plate readers.*

XIII. Transit

AB 1777 (Ting, D-San Francisco): Autonomous vehicles.

(Chapter 682, Statutes of 2024)

AB 1777 relates to the regulation of autonomous vehicles operating without a human operator present. Existing law allows autonomous vehicle testing on public roads with certain rules, such as proper licensing and manufacturer approval by the DMV. AB 1777 builds on those regulations by adding additional safety and compliance measures for fully autonomous vehicles, effective July 1, 2026. This bill requires manufacturers of autonomous vehicles to maintain a dedicated emergency response phone line accessible to emergency officials and to equip each vehicle with a two-way communication device, enabling communication between emergency responders and remote operators. Additionally, AB 1777 includes provisions allowing emergency response officials to issue an “emergency geofencing message” to manufacturers, requiring them to direct their fleet to leave or avoid a specific area within two minutes of receiving such a message. The bill also authorizes peace officers to issue notices of noncompliance to autonomous vehicles when violations of the Vehicle Code or local traffic laws are observed. These notices must be reported to the DMV by the vehicle manufacturer within 72 hours. AB 1777 directs the DMV to establish regulations governing the processes related to notices of noncompliance, and the bill’s provisions will not become operative until such regulations are adopted.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 1904 (Ward, D-San Diego): Transit buses: yield right-of-way sign.
(Chapter 555, Statutes of 2024)**

Existing law allows the Santa Cruz Metropolitan Transit District and VTA to equip their transit buses with a yield right-of-way sign on the left rear of the bus so long as it meets certain requirements, including if it is flashing a light-emitting diode sign and is approved by the governing board of directors. AB 1904 would expand this authority to any transit agency. It also would allow for the sign to be a static decal that is affixed to the left rear of the bus. A participating transit agency would be required to undertake a public education program to encourage motorists to yield to a transit bus, but a violator would not be penalized.

OCTA Position – Monitor

Impact on OCTA: *OCTA once held this authority, but let the authorization expire. At the time, the agency expressed it did not have the bandwidth to implement such an effort. Staff may want to consider if this would be beneficial to transit operations and if it would improve safety and performance.*

**AB 1924 (Nguyen, D-Elk Grove): Sacramento Regional Transit District.
(Chapter 92, Statutes of 2024)**

AB 1924 allows the Sacramento Regional Transit District (SacRT) to expand its service area to any city within Sacramento County and any other portion of the unincorporated territory within the boundaries of Sacramento County where the county has declared a need for the district to operate, provided the cities and county agree to annexation. This essentially authorizes SacRT to include the cities of Galt and Isleton in the district, along with other parts of unincorporated Sacramento County. If approved by those local governments, this bill enables greater regional connectivity in anticipation of future transit needs and expected growth. Additionally, the legislation reduces the number of board members that may be appointed by the City of Sacramento from four to three.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2634 (McCarty, D-Sacramento): Sacramento Regional Transit District.
(Chapter 111, Statutes of 2024)**

AB 2634 allows for SacRT to offer reduced fares to senior citizens and, in doing so, is not required to offer reduced fares to disabled persons or disabled veterans at the same rate. This will only be effective until January 1, 2027, and SacRT must report to the Legislature on this pilot by January 1, 2026. This report must include: the number of people per month who purchase a fare or monthly pass, the farebox revenue recovered, the rate change for fares offered to senior citizens, disabled persons, and disabled veterans, the number of people affected by the rate change each month, the cost of a reduced fare before and after implementation, a description of any service changes made, and the amount of farebox revenue collected.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA may wish to monitor the outcome of this report and evaluate whether it may behoove OCTA to seek a similar authority that decouples these populations from requiring the same rate structure.*

**SB 1417 (Allen, D-El Segundo): Transit districts: prohibition orders.
(Chapter 189, Statutes of 2024)**

Existing law allows for various transit districts in California to issue prohibition orders if an individual commits multiple prohibited violations in their transit facilities within a span of 90 days. The prohibition order prohibits offenders from entering and using transit facilities and services for a certain period. This bill authorizes the Santa Monica Department of Transportation to also issue prohibition orders.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes only.*

XIV. Transportation Electrification/Energy

**AB 2037 (Papan, D-San Mateo): Weights and measures: electric vehicle chargers.
(Chapter 692, Statutes of 2024)**

County sealers are responsible for ensuring that all commercial scaling and volumetric measuring devices provide accurate readings to avoid fraud. AB 2037 expands the jurisdiction of county sealers to also include publicly operated electric vehicle (EV) chargers, except those that are operated by local publicly owned electric utilities.

OCTA Position – Monitor

Impact on OCTA: *A county sealer will now have jurisdiction over testing and verifying EV charging infrastructure that OCTA operates. The Board of Supervisors would be able to charge a fee associated with this inspection. Similar to how gasoline is assessed, the same will apply with EV chargers.*

**AB 2427 (McCarty, D-Sacramento): Electric vehicle charging stations: permitting: curbside charging.
(Chapter 567, Statutes of 2024)**

For the purpose of permitting EV charging stations, AB 2427 requires a local agency to develop a checklist that includes all of the information required to complete an application, identify all fees and charges, and identify any criteria to determine appropriate locations within the public right-of-way for installation. Local agencies must consider the Electric Vehicle Charging Station Permitting Guidebook to support implementing this legislation and the information must be published online. AB 2427 also requires new updates to this guidebook to include a model permitting checklist, zoning ordinances, and best practices for permit costs and permit review timelines. If there are no appropriate locations within

the public right-of-way for installation, that must be published. AB 2427 has a tiered operative date, becoming effective on January 1, 2027, for a local agency with a population of more than 250,000 residents and January 1, 2029, for a local agency with a population of less than 250,000 residents.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 2453 (Villapudua, D-Stockton): Weights and measures: electric vehicle supply equipment.

(Chapter 399, Statutes of 2024)

AB 2453 amends existing regulations concerning the oversight of weighing and measuring devices, specifically EV supply equipment (EVSE), which is used to measure electricity sold as motor vehicle fuel. Currently, the Department of Food and Agriculture supervises these devices, and their use or repair requires approval from a sealer or service agency before being placed in service. AB 2453 introduces a temporary provision, effective until January 1, 2028, that prohibits requiring EVSE to be retested or reapproved by a sealer or service agency after maintenance, provided that the equipment has already been placed in service by an authorized entity.

OCTA Position – Monitor

Impact on OCTA: *AB 2453 could simplify maintenance procedures for OCTA's electric bus charging stations by removing the requirement for retesting or reauthorization by a service agency or sealer after maintenance. Under this bill, if a charging station has already been placed in service by a certified service provider, routine maintenance that does not impact the accuracy of the charging device would not trigger additional inspections.*

This change could streamline OCTA's operations, as maintenance activities on the electric bus charging infrastructure would be less likely to result in downtime or added regulatory processes, potentially reducing costs and minimizing disruptions to the fleet's charging schedule. However, it's worth noting that this provision is temporary and set to repeal on January 1, 2028, after which prior requirements may be reinstated unless further legislative action is taken.

AB 2697 (Irwin, D-Thousand Oaks): Transportation electrification: electric vehicle charging stations: network roaming standards.

(Chapter 735, Statutes of 2024)

Current law requires all EV chargers funded by the CEC to be certified with the Open Charge Point Protocol, which is an application protocol for EV charging stations to communicate station information with a charge network provider. AB 2697 authorizes the CEC to apply network roaming standards to major EV charging network operators. Network roaming agreements streamline the EV charging experience by allowing a driver

to search for a charging station and pay for a charging session regardless of the station's host network all within a single mobile application.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA is engaged with the transition to zero-emission technology and does not currently allow for public access to its charging infrastructure. OCTA should be aware if it receives funding from the CEC it may have to comply with these requirements, which could require public access to OCTA charging infrastructure.*

SB 1418 (Archuleta, D-Norwalk): Hydrogen-fueling stations: expedited review. (Chapter 607, Statutes of 2024)

SB 1418 makes changes to the Planning and Zoning Law to streamline the permitting process for hydrogen-fueling stations. Existing law requires cities and counties to administratively approve the installation of both EV charging stations and hydrogen-fueling stations via a nondiscretionary building permit process. SB 1418 specifically focuses on hydrogen-fueling stations and updates the definition to include both the equipment and structural design components necessary for the safety of these stations, such as hydrogen-refueling canopies. The bill requires hydrogen-fueling stations to comply with all applicable state laws and regulations, including safety, reliability, and weights and measures rules established by the CARB, CEC, and Department of Food and Agriculture.

SB 1418 mandates that cities, counties, and city-county jurisdictions adopt an ordinance to create an expedited, streamlined permitting process for hydrogen-fueling stations, using a compliance checklist similar to what is required for EV charging stations. Jurisdictions are authorized to refer to the recommendations in the "Electric Vehicle Charging Station Permitting Guidebook" or the "Hydrogen Station Permitting Guidebook" when developing their ordinance. The bill also establishes deadlines for compliance based on jurisdiction size: cities and counties with populations of 250,000 or more must adopt the ordinance by September 30, 2025, while those with smaller populations must comply by September 30, 2028. SB 141 includes a repeal date of January 1, 2030, for these provisions, except for the authorization to refer to the "Electric Vehicle Charging Station Permitting Guidebook."

OCTA Position – Monitor

Impact on OCTA: *Permitting processes developed by local jurisdictions may be of interest to OCTA as it explores if it explores future development of electric charging or hydrogen fueling stations.*

SB 1420 (Caballero, D-Fresno): Hydrogen production facilities: certification and environmental review.

(Chapter 608, Statutes of 2024)

SB 1420 makes changes to CEQA and the processes surrounding the certification and environmental review of energy infrastructure projects. Under current law, the Governor may certify energy infrastructure projects that meet specific criteria for streamlined CEQA review. Currently, the definition of an “energy infrastructure project” includes renewable energy resources under the California Renewables Portfolio Standard Program but excludes projects that use hydrogen as a fuel. SB 1420 expands the definition of “energy infrastructure project” to include hydrogen production facilities, as well as associated onsite storage and processing facilities, provided these facilities do not derive hydrogen from fossil fuel feedstock and receive funding from state or federal programs, including the Hydrogen Program, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, and the Alliance for Renewable Clean Hydrogen Energy Systems.

Additionally, SB 1420 allows hydrogen production facilities and associated storage and processing facilities to be eligible for certification as environmental leadership development projects by the State Energy Resources Conservation and Development Commission. These facilities must meet the same criteria of not deriving hydrogen from fossil fuel feedstock and must be funded by state or federal programs.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. This bill may have an impact if future OCTA projects involve on-site hydrogen production or OCTA collaborates with qualifying production facilities.*

XV. Other Legislation

AB 440 (Pellerin, D-Santa Cruz): Ballot measures.

(Chapter 82, Statutes of 2024)

AB 440 calls for a special election to be held on November 3, 2026, and further submits ACA 13 (Chapter 176, Statutes of 2023) for that special election. It also called for a special election that placed two bonds on the ballot on November 5, 2024, one pertaining to resources and another to education. Also included on this ballot are propositions related to crime, marriage equality, voter approval requirements, slavery, and involuntary servitude.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA may wish to monitor the outcomes of these propositions as they could have impacts on funding for OCTA projects and*

services, specifically those related to a resources bond and changing voter approval requirements.

**AB 1853 (Villapudua, D-Stockton): San Joaquin Regional Transit District: meetings: surplus money investments.
(Chapter 216, Statutes of 2024)**

AB 1853 makes several minor amendments to the enabling statutes of the San Joaquin Regional Transit District (RTD). Specifically, the bill increases the compensation for RTD board members for attending board and committee meetings from \$50 to \$100 per meeting and raises the monthly compensation cap from \$100 to \$500. AB 1853 also broadens the investment options available to RTD for managing its surplus funds, allowing RTD to invest in its own bonds, notes, or obligations, as well in any investments permitted to local agencies under state law, and specifically in the San Joaquin County Treasury Investment Pool. This legislation also allows RTD to reinvest proceeds from the sale of investments, as long as the proceeds are used for the original intended purpose of the funds.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 2525 (Zbur, D-Los Angeles): State highways: property leases.
(Chapter 721, Statutes of 2024)**

AB 2525 allows Caltrans to lease its airspace to the City of Los Angeles for the purposes of a secure vehicle lot program and increases the number of eligible parcels that can be leased for \$1 per month from ten to 25. For background, air space is the property under or within the right-of-way of an existing operating highway, and includes all Caltrans owned and operated facilities that are used to support the transportation system. Vehicles stored for this purpose must be uninhabited, it must be assessed for safe storage, and cannot contain hazardous materials.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. This legislation only applies to the City of Los Angeles.*

**AB 2698 (Ta, R-Westminster): Little Saigon Freeway.
(Chapter 574, Statutes of 2024)**

AB 2698 designates Route 405 from Bolsa Chica Road to Bolsa Avenue as the Little Saigon Freeway. The purpose is to highlight the importance of recognizing the Vietnamese history in Orange County, more specifically the importance of “Little Saigon” as a cultural landmark in Orange County and as the very first “Little Saigon” in the United States.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes only.*

**SB 863 (Allen, D-Santa Monica): Measures proposed by the Legislature.
(Chapter 449, Statutes of 2024)**

Existing law allows the Legislature to specify in a bond or statutory measure at which statewide election it will appear before the voters. However, the same authority does not exist when it comes to constitutional amendments. Instead, they must be submitted to the first statewide election occurring at least 131 days after the adoption of the proposal by the Legislature. SB 863 will conform these processes and allow the Legislature to specify a ballot in a proposed constitutional amendment.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA generally monitors the status of constitutional amendments and outcomes of propositions at elections.*

**SB 978 (Seyarto, R-Murrieta): State government: budget: state publications: format.
(Chapter 451, Statutes of 2024)**

SB 978 requires the Department of Finance to provide the Governor's Budget in an electronic machine-readable format on its website. Additionally, SB 978 mandates that state publications provided to the California State Library must, at a minimum, be in a machine-readable format.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 990 (Padilla, D-Chula Vista): Office of Emergency Services: State Emergency Plan: LGBTQ+ individuals.
(Chapter 322, Statutes of 2024)**

Under the California Emergency Services Act, the OES updates its State Emergency Plan every five years. SB 990 requires OES, by at least January 1, 2029, and every five years thereafter, to update the State Emergency Plan to include proposed policies and best practices for local government and nongovernmental entities to equitably serve lesbian, gay, bisexual, transgender, queer, questioning, and plus communities during an emergency or natural disaster.

OCTA Position – Monitor

Impact on OCTA: *For information purposes only. OCTA employees are disaster service workers and are expected to be in accordance with any updates of the State Emergency Plan.*

**SB 1394 (Min, D-Irvine): Access to connected vehicle service
(Chapter 655, Statutes of 2024)**

Under the Safe Connections Act of 2022, survivors of domestic abuse can protect themselves and others by requiring telecommunications providers, by request, to remove their mobile phone accounts from the accounts of their abusers, but the law does not extend to vehicular technology. SB 1394 requires, by January 1, 2028, for any vehicle with connected vehicle service to indicate to drivers when an outside individual has gained access to the data stored in the car such as locations and driving history. It also requires providers to implement a process for drivers to terminate a person's access to their connected vehicle service upon request. Furthermore, beginning on January 1, 2028, new vehicles being manufactured that have connected vehicle location access must implement a feature that allows for an immediate disabling of location access.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes only.*

**SB 1488 (Durazo, D-Los Angeles): Outdoor advertising displays: exemptions.
(Chapter 897, Statutes of 2024)**

SB 1488 reduces the minimum duration of a sponsorship marketing plan for outdoor advertising displays at stadiums and arenas from one year to 120 days. The shortened timeframe was argued to be needed to match evolving market trends whereas sponsors are often seeking to run shorter-term, more targeted campaigns in today's market. This is especially true when promoting events, such as the Olympics in 2028. It also requires Caltrans to include among its priorities support for placement of advertising displays at arenas when renegotiating an agreement with the Federal Highway Administration on the State's obligations related to the Highway Beautification Act of 1965.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**ACR 158 (Chen, R-Brea): Detective Terry Lee Fincher Memorial Highway.
(Chapter 107, Statutes of 2024)**

ACR 158 designates the portion of State Route 91 from Weir Canyon Road to Gypsum Canyon Road in Orange County as the Detective Terry Lee Fincher Memorial Highway. This resolution recognizes the life and service of Terry Lee Fincher who, after serving as a chief mechanic of an F-4 squadron in the United States Air Force during the Vietnam War, joined the Brea Police Department as a reserve officer eventually earning the rank of Senior Detective, receiving numerous accolades and being a founding member of the Peer Counseling and Crisis Intervention Team. Terry Fincher was only the second officer to die in the line of duty during the 81-year history of the Brea Police Department.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SCR 13 (Roth, D-Riverside): Joseph Tavaglione Memorial Interchange.
(Chapter 205, Statutes of 2024)**

SCR 13 designates the interchange where State Routes 60 and 91 meet Interstate 215 in Riverside County, as the Joseph Tavaglione Memorial Interchange. The Resolution recognizes the late Joseph Tavaglione, a prominent figure in the construction and transportation industry, and the longest-serving member of the CTC, who passed away at the age of 101 in August 2024. The Resolution recognizes Tavaglione's extensive contributions to transportation projects across California, particularly in Riverside County, where he directed significant state funds for transportation improvements that facilitated regional growth.


OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*



MEMO

November 20, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Board Committee Transmittal for Agenda Item

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



November 21, 2024

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Federal Legislative Advocacy and Consulting Services

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

Overview

On June 24, 2024, the Board of Directors approved the release of a request for proposals for federal legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2024. An evaluation team comprised of staff and members of the Board of Directors has reviewed the proposals. Board of Directors' approval is requested to select a firm to provide federal legislative advocacy and consulting services for the two-year period beginning January 1, 2025.

Recommendations

- A. Approve the selection of Potomac Partners DC to provide federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2285 with Potomac Partners DC, in the amount of \$540,000, for the period of January 1, 2025, to December 31, 2026, with two, two-year option terms, to perform federal legislative advocacy and consulting services.

Background

The Orange County Transportation Authority's (OCTA) federal legislative advocacy consultants represent the agency's positions on legislation, policy issues, and funding priorities before Congress and the Administration, including the appropriate modal administrations of the United States Department of Transportation. The federal legislative advocacy consultants also provide input to the OCTA legislative platform, notify staff of relevant proposed legislation, congressional activity affecting OCTA, and provide timely updates and strategy for transportation issues and events occurring in Washington, DC.

Presently, OCTA's federal legislative advocacy and consulting services are provided by Potomac Partners DC (PPDC), whose principals are Rick Alcalde and Dan Feliz.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering factors such as qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On June 24, 2024, the Board approved the release of Request for Proposals (RFP) 4-2285, which was electronically issued on CAMM NET. The project was advertised in the Washington Post, Passenger Transport, as well as a local newspaper of general circulation. A pre-proposal conference was held in Washington, DC on July 16, 2024, and was attended by two firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as to handle administrative issues related to the RFP.

On August 12, 2024, two proposals were received. An evaluation committee consisting of the OCTA Board Chair, OCTA Board Vice-Chair, OCTA Legislative and Communications Committee Chair, and OCTA staff from the Chief Executive Office and Government Relations divisions, as well as the Contracts Administration and Materials Management department, was established to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm and Staffing 40 percent
- Work Plan 30 percent
- Cost and Price 30 percent

Several factors were considered in developing the three criteria weightings. Staff assigned the greatest level of importance to the qualifications of the firm and staffing as they are the most critical to the success of these services. A firm must be knowledgeable of the political and economic climate and the ongoing transportation issues that face Congress. Work plan, as well as cost and price, are weighted equally to ensure the firm performs the required services while maximizing cost efficiencies.

The evaluation committee reviewed both proposals listed below and short-listed Potomac Partners DC.

Firm and Location

Commonwealth Strategic Partners
Headquarters: Washington, D.C.
Project Office: Washington, D.C.

Potomac Partners DC (PPDC)
Headquarters: Washington, D.C.
Project Office: Washington, D.C.

The evaluation committee conducted a virtual interview with the short-listed firm. The interview consisted of a presentation by the firm to demonstrate the firm's understanding of OCTA's requirements. The firm's project manager and key team members had an opportunity to present their qualifications and respond to the evaluation committee's questions. Questions were related to the firm's strategies regarding grant pursuits, the firm's approach to representing OCTA's policy issues, and clarification on proposed staff assignments to the project.

Based on the evaluation of the written proposal and information obtained from the interview, the evaluation committee recommends PPDC for consideration of award to provide federal legislative advocacy and consulting services. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm and Staffing

The principal and founder of PPDC, Rick Alcalde, has represented OCTA since 2003. During this period of time, he and PPDC have developed a fluency in OCTA priority projects and programs, including the Interstate 405 (I-405) Improvement Project and 91 Express Lanes, OC Streetcar Project, and work on the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN). Leveraging this knowledge, he has demonstrated an ability to keenly represent OCTA interests with members of the Orange County congressional delegation and congressional leadership to inform them of OCTA federal legislative priorities. This has led to several favorable outcomes including the securing of a Transportation Infrastructure Finance and Innovation Act loan for the I-405 Project, a full funding grant agreement for the OC Streetcar Project, implementation of permitting reforms under OCTA's Breaking Down Barriers

proposal, and funding to maintain transit operations during the coronavirus pandemic.

PPDC has also done a superior job of highlighting OCTA projects of interest to key congressional leadership, bringing them to tour projects in Orange County. These contacts include the Chairs of the House Transportation and Infrastructure Committee and the House Appropriations Committee. PPDC's conversations with these leaders are always focused on OCTA's priorities.

The proposed team would continue the staffing and project organization which has worked successfully for OCTA in the past. Rick Alcalde is proposed to continue serving as the lead advocate and program manager and will continue to provide in-depth technical skills and excellent knowledge of the legislative process. Dan Feliz will be another principal advocate for the contract, bringing in-depth technical knowledge in multiple areas including transportation, environmental, defense, housing and land use. Adam Cross, appropriations specialist will use his appropriations expertise to continue to successfully help OCTA apply for congressionally directed spending and community project funding requests.

Work Plan

A key attribute of PPDC is their strong relationship with Congressional members and federal officials, from both parties. Their proposal indicates a strong knowledge of OCTA's major initiatives, such as advancing federal surface transportation reauthorization legislation which builds on the funding levels included in the Infrastructure Investment and Jobs Act (IIJA), securing funding and permitting reforms to protect the LOSSAN rail corridor, protecting funding provided under the IIJA and Inflation Reduction Act for OCTA, and pursuing regulatory and permitting reforms to streamline project delivery. The work plan also outlines a comprehensive approach to achieving not only those goals, but also pursuing future grant funding, facilitating meetings in Washington D.C., and bringing key leadership to tour OCTA projects.

Cost and Price

Scores were based on a formula that assigned the highest score to the lowest proposed price and ranked the remaining price based on its relation to the lowest proposed price. Although PPDC proposed a higher price, it is deemed fair and reasonable as it is comparable to the price for these services paid by other transportation agencies such as the Metropolitan Transportation Commission and Metrolink. While PPDC has been under contract with OCTA since 2005, they have not seen an increase in their prices since 2011 when OCTA had two federal legislative advocacy and consulting contracts. The proposed budget is \$22,500 per month for a two-year initial contract term.

Procurement Summary

The next few years will likely bring significant legislative challenges relating to overall transportation funding and reauthorization of surface transportation programs. The evaluation committee determined that PPDC's proposal contained the best qualifications, staffing, and work plan to represent OCTA in the 119th Congress. As such, the evaluation committee recommends the selection of PPDC as the top-ranked firm to provide federal legislative advocacy and consulting services.

Fiscal Impact

This contract can be accommodated in the OCTA Fiscal Year 2024-25 Budget, Account No. 1412-7519-A3201-E58, and is funded with local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2285 between the Orange County Transportation Authority and Potomac Partners DC, in the amount of \$540,000, for a two-year initial term with two, two-year option terms to provide federal legislative advocacy and consulting services.

Attachments

- A. Review of Proposals RFP 4-2285, Federal Legislative Advocacy and Consulting Services
- B. Proposal Evaluation Criteria Matrix, RFP 4-2285 Federal Legislative Advocacy and Consulting Services
- C. Contract History for the Past Two Years - RFP 4-2285: Federal Legislative Advocacy and Consulting Services

Approved by:



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



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

**REVIEW OF PROPOSALS 4-2285
 FEDERAL LEGISLATIVE ADVOCACY AND CONSULTING SERVICES
 Presented to the Legislative and Communications Committee - 11/21/24
 2 proposals were received, 1 firm was interviewed, 1 firm is being recommended**

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Initial Term Price
1	86	Potomac Partners DC Washington, D.C.	None	Higher-ranked firm overall; well thought out, detailed proposal. Excellent qualifications and experience in federal advocacy. Strong approach and strategy to addressing OCTA needs. Demonstrated a very good understanding of OCTA's broad portfolio. Demonstrated a clear commitment to produce measurable goals. Currently providing federal advocacy services to OCTA. Received positive references.	\$540,000
2	70	Commonwealth Strategic Partners Washington, D.C.	None	Second-ranked firm. Not shortlisted. Less experience advocating for highway or transportation issues. General knowledge of transportation issues. Firm represents entities such as: Aircraft Mechanics Fraternal Association and City of Aberdeen, Maryland. Received positive references.	\$360,000

Evaluation Panel:

Proposal Criteria

Weight Factors

Board of Directors (3)		
Chief Executive Office (1)	Qualification of the Firm	40%
Government Relations (2)	and Staffing	
Contracts Administration and	Work Plan	30%
Materials Management (1)	Cost and Price	30%

CONTRACT HISTORY FOR THE PAST TWO YEARS


RFP 4-2285: Federal Legislative Advocacy and Consulting Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Potomac Partners DC						
Contract Type: Firm-fixed price	C-8-1750	Federal Legislative Advocacy and Consulting Services	January 1, 2019	December 31, 2024		\$ 960,000
<i>Subconsultants:</i>						
<i>None</i>						
Total						\$ 960,000
Commonwealth Strategic Partners						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
<i>Subconsultants:</i>						
<i>N/A</i>						
Total						\$ -



MEMO

November 20, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Board Committee Transmittal for Agenda Item

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



November 21, 2024

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Final 2025-26 State and Federal Legislative Platforms

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

Overview

At the beginning of each legislative session, staff conducts a comprehensive review of the Orange County Transportation Authority's State and Federal Legislative Platforms to ensure updates are provided on relevant issues that are anticipated to be of discussion for the upcoming year. The final drafts of the revised 2025-26 Orange County Transportation Authority State and Federal Legislative Platforms are submitted for consideration and adoption by the Orange County Transportation Authority Board of Directors.

Recommendations

- A. Adopt the revised 2025-26 State and Federal Legislative Platforms.
- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

Background

Each year, the Orange County Transportation Authority (OCTA) develops State and Federal Legislative Platforms as a resource for the OCTA Board of Directors (Board), Orange County legislative delegation members, and OCTA staff in communicating OCTA's legislative and regulatory priorities. Any policy positions not directly addressed by the State and Federal Platforms will be brought to the Board for separate action during the legislative sessions.

The first drafts of the 2025-26 State and Federal Legislative Platforms were reviewed and approved with recommendations for further circulation by the Legislative and Communications Committee (Committee) on October 17, 2024, and by the full Board on October 28, 2024. Since this initial review, staff has been working to further refine the documents based on additional feedback from

stakeholders. The initial drafts were discussed at several internal OCTA staff meetings as well as at OCTA's Citizens Advisory Committee (CAC) meeting and Technical Advisory Committee (TAC) meeting. These efforts are in addition to the initial comment solicitation of more than 500 stakeholders, including every member of OCTA's TAC, Technical Steering Committee, CAC, and Accessible Transit Advisory Committee. Staff has also participated in a series of legislative platform development meetings with other regional transportation agencies and stakeholders from across the State of California to ensure that the platforms address anticipated legislative priorities next session.

The State and Federal Legislative Platforms have been refined further and are included as Attachments A and B. The recommended revisions are designated by underline and strikethrough text.

Sponsor Legislation

For this upcoming legislative session, OCTA staff has identified two policy areas that may require OCTA to sponsor legislation. At the time of writing this staff report, staff does not have a specific recommendation related to these topics and instead proposes to include these issue areas as placeholders if the need to pursue sponsor legislation arises. In such a case, staff will return to the Board with further refined proposals for approval. Below is an explanation of why these policy areas may need to be addressed through sponsored legislation.

Subsection (a) of the Sponsored Legislation Section pertains to public transportation projects in the coastal zone. OCTA owns the seven-mile stretch of the coastal rail corridor through the cities of Dana Point and San Clemente. This area has experienced coastal bluff erosion, beach loss, revetment loss, and bluff failures that have threatened the rail line and, ultimately, caused service suspension. OCTA has undertaken a study to identify where there may be other vulnerabilities along the corridor and has since identified 11 areas that need to be addressed, four of which need to be addressed immediately. This requires OCTA to undertake construction work within the coastal zone. In addition to complying with the California Environmental Quality Act, regulatory permits are required from the California Coastal Commission and a lease from the California State Lands Commission may be required. All of these factors combined often lead to long lead times. With funding secured to begin construction in the highest risk areas, permitting and project delivery are where potential risks remains. As OCTA proceeds, legislation may become necessary to help expedite permitting and project delivery for critical public transportation projects, especially when high-risk vulnerabilities have been identified.

Subsection (b) of the Sponsored Legislation Section is related to the Innovative Clean Transit (ICT) Regulation, which requires transit agencies in California to transition their transit bus fleet to zero emission by 2040. Next year, the California Air Resources Board (CARB) will undergo a comprehensive review of the readiness to implement the next stages of the regulation, including the 2026 purchase mandate of 50 percent, inclusion of articulated buses and cutaways, and applicability of purchase mandate to small transit agencies.

OCTA has participated in providing information to CARB in their effort to conduct this review. OCTA staff anticipates that as part of this review and associated discussions, issues associated with supply chain and manufacturing, costs, reliability, and other factors are likely to be discussed. Therefore, it may be necessary to pursue legislation that requires further action or policy tools for transit agencies to meet the requirements in the ICT requirements.

2025-26 State Legislative Platform

Other final revisions to the 2025-26 State Legislative Platform, included as strikethrough text in Attachment A, are detailed as follows:

- With direction from Director Foley and Committee concurrence, subsection (i) of Section I, entitled “Implementation of Environmental Policies,” is recommended to be added. This principle pertains to supporting efforts for separate and distinct sand nourishment permits.
- Subsection (n) of Section II, entitled “Transportation Funding,” is proposed to be added. SB 375 (Chapter 728, Statutes of 2008) requires metropolitan planning organizations to develop a regional transportation plan that includes a sustainable communities plan (SCS) to meet a greenhouse gas (GHG) emission reduction target set by the CARB. An agency may adopt an Alternative Planning Strategy (APS) when achieving the state GHG target is not feasible under federal law. Currently, a region with an APS is not eligible for all SB 1 (Chapter 5, Statutes of 2017) funding programs. This principle is intended to support efforts to ensure that agencies complying with SB 375 are eligible for SB 1 funding, regardless of whether they have a SCS or APS.
- Subsection (g) of Section VI, entitled “Rail Programs” is proposed to be added. This principle pertains to SB 1098 (Chapter 777, Statutes of 2024), which will be implemented next year. Specifically, SB 1098 requires CalSTA to convene a large working group to make recommendations related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor. OCTA will be included in this working group as a county transportation commission and right-of-way owner.

2025-26 Federal Legislative Platform

The final proposed revisions to the 2025-26 Federal Legislative Platform, included as strikethrough text in Attachment B, are detailed as follows:

- With direction from Director Foley and Committee concurrence, subsection (j) of Section IV, entitled "Fiscal Reforms & Issues," is proposed to be added related to supporting joint procurement processes. Such an ability could help reduce the costs of goods and services when pooling procurements together.

Summary

The 2025-26 State and Federal Legislative Platforms are presented for consideration and adoption.

Attachments

- A. Final Orange County Transportation Authority 2025-26 State Legislative Platform
- B. Final Orange County Transportation Authority 2025-26 Federal Legislative Platform

Prepared by:



Alexis Carter
Government Relations Representative,
Government Relations
(714) 560-5475

Approved by:



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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

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

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

Key Policy Issues in 2025-26

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

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure;
- c) Seek funding and other administrative solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;
- d) Seek support, funding, and streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor;
- e) Encourage State leadership, in conjunction with local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor;
- f) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas and more equitable competitive funding processes;

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- g) Oppose linking, reprioritizing, or aligning local and state transportation funding with policies that could significantly hinder a local agency's ability to deliver transportation programs and projects;
- h) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures and oppose mandating specific uses of future sales tax revenues;
- i) Support workforce development and training policies that allow OCTA to hire and retain personnel ready to implement the next generation of mobility, including training the workforce for zero-emission vehicles;
- j) Oppose policies that would circumvent existing transit operator funding eligibility requirements;
- k) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;
- l) Inform the State's Transit Transformation Task Force, created pursuant to SB 125 (Chapter 54, Statutes of 2023), in order to seek improvements to the Transportation Development Act and make recommendations related to transit funding, cost drivers, strategies for workforce retention, and ridership;
- m) Protect existing transit operations and capital funding while monitoring the implementation of the accountability provisions associated with the funding and inform clarifying legislation as needed;
- n) Oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs;
- o) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games are eligible for any related funding assistance, incentives, project delivery tools, and/or regulatory relief;
- p) Monitor efforts related to extending the State's cap-and-trade program while ensuring that funding for regional transportation projects and programs are maintained;
- q) Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance.

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

SPONSORED LEGISLATION

Each year, OCTA may consider sponsoring legislation to clarify or address various transportation policy topics that require additional attention. This year, the following major policies may be areas in need of sponsor legislation:

- a) Expedited permitting and project delivery for critical public transportation projects located within the coastal zone;
- b) Study solutions to mitigate increased costs and supply chain challenges related to implementing the Innovative Clean Transit regulation.

I. IMPLEMENTATION OF ENVIRONMENTAL POLICIES

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

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

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

II. TRANSPORTATION FUNDING

OCTA will monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. Given that the State is anticipated to experience a continued deficit, OCTA will work to protect funding dedicated for transportation purposes, including appropriations made in the fiscal year 2024-25 Budget Act for transit operations and capital projects.

Furthermore, executive orders continue to impact OCTA's programs and services. Staff closely monitors these efforts to ensure that transportation funds are used for their intended purposes. For example, Executive Order N-19-19 directed the California State Transportation Agency to review requirements for discretionary transportation investments to ensure consistency with state emission reduction goals. As a result, the State developed the Climate Action Plan for Transportation Infrastructure (CAPTI) which detailed recommendations for administering state funds related to transportation in a way that helps the State reach its goals related to climate change. It is anticipated that CAPTI recommendations will be updated in the coming year. Key actions to continue to inform the State's goals include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the State to local transportation entities;
- c) Support efforts to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Support protecting or expanding local decision-making in programming transportation funds;
- f) Oppose efforts to reduce local prerogative over regional program funds;
- g) Support efforts to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- h) Oppose redirecting or reclassifying transportation revenue sources, including earned interest, for anything other than their intended purposes;

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- i) Support the implementation of federal transportation programs in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;
- j) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;
- k) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time;
- l) Support flexibility in the application of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas, allowing OCTA to best meet the needs of its local communities;
- m) Support dedicated funding for transit operations, preferably through an ongoing formulaic approach;
- n) Support efforts that allow for agencies complying with SB 375 (Chapter 728, Statutes of 2008) to be eligible for transportation funding.

III. FISCAL REFORMS & ISSUES

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

- a) Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes;

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- d) Oppose increases to administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;
- e) Support policies that ensure all users of the State's transportation system pay their "fair share" to maintain and improve the system;
- f) Support efforts to restore equitable generation and disbursement of sales tax revenues that support the Local Transportation Fund;
- g) Support the retention of existing and future local revenue sources;
- h) Support an extension of the state sales tax exemption for the purchase of zero-emission buses.

IV. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP), substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making authority with the regions by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds are programmed by the California Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP). OCTA will seek to ensure that the regional focus of the program is preserved. Key provisions to be sought by OCTA include:

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

V. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased capital and operations costs will put further strain on existing resources. OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source. To that end, OCTA will focus on the following:

- a) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;
- b) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- c) Support efforts to encourage and incentivize the interoperability of transit and rail systems within California;
- d) Support limiting the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
- e) Support incentives for transit-oriented development projects (i.e., authorize extra credit toward housing element requirements for these developments), including incentives for development;
- f) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates;
- g) Monitor and inform the creation of the Zero-Emission Roadmap, which will work to identify actions needed to meet California's zero-emission transit goals with minimal displacement of existing workers.
- h) Encourage policies and guidance that incentivize public transit ridership.

VI. RAIL PROGRAMS

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the LOSSAN Agency. OCTA has served as the managing agency for the LOSSAN Agency since 2013, providing administrative and management support.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Support policies that encourage commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Monitor and evaluate plans and progress of high-speed rail and its funding;
- c) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation, operation, and maintenance of Positive Train Control safety technology;
- d) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California’s rail network;
- f) Monitor the implementation of the In-Use Locomotive Regulation to ensure the transition to zero-emission locomotives is technically feasible and provides adequate funding;
- g) Participate and engage in the working group created through SB 1098 (Chapter 777, Statutes of 2024).

VII. ROADS & HIGHWAYS

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- a) Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies;
- b) Support authorizing local agencies to advertise, award, and administer contracts for state highway projects;
- c) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- d) Support streamlining of the Caltrans review process for projects without compromising environmental safeguards;
- e) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;
- f) Support management and integration of express lanes to promote consistent and seamless user experience;
- g) Support the equitable enforcement of regulations governing transportation network companies;
- h) Support studying the development and safe operation of autonomous vehicles and related technologies;
- i) Support preserving local discretion and flexibility in the development of the congestion management program.

VIII. TOLLED & MANAGED LANES

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

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- a) Oppose efforts to divert revenues from toll facilities for purposes not directed by the responsible governing board;
- b) Support policies that allow OCTA, and its partners, to efficiently operate and maintain the 91 Express Lanes and the 405 Express Lanes;
- c) Support efforts to preserve local flexibility in the administration of toll lanes and encourage the State to work with OCTA on operating policies to ensure seamless system operation;
- d) Oppose the construction or operation of toll facilities that are inconsistent with local long range transportation plans;
- e) Oppose the construction or operation of toll facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 and 405 Express Lanes;
- g) Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates;
- h) Support collaborative solutions to address the degradation of HOV lanes that respect local transportation funding sources and programs, have the support of the relevant regional transportation planning agency, do not redirect existing local transportation funding sources, and analyze the effect of single-occupant, low-emission vehicles, including associated federal requirements triggered by their access allowance;
- i) Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections;
- j) Inform discussions related to revising toll evasion penalties, toll exemptions, and other changes to enforcement strategies and mechanisms in order to maintain local control, opposing efforts that will hinder the ability to meet congestion management and financing requirements;
- k) Support policies that protect the process prescribed in AB 194 (Chapter 687, Statutes of 2015), which authorizes regional transportation agencies to develop and operate toll facilities, and ensure it is maintained in its application on future toll facilities.

IX. GOODS MOVEMENT

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

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

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

X. ACTIVE TRANSPORTATION

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

- a) Support policies to increase the visibility and safety of users engaged in active transportation;
- b) Support creative use of paths, roads, flood channels, and abandoned rail lines using existing established rights-of-way to promote bicycles trails and pedestrian paths, in coordination with any local agency with jurisdiction over those properties;

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

- c) Support funding and programs or policies that encourage the safe operation of an integrated multimodal system, which includes the interaction between roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;
- d) Support streamlined active transportation funding programs;
- e) Seek funding and support policies and projects to increase safety requirements related to the utilization of electric bicycles.

XI. ROLES & RESPONSIBILITIES

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

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

XII. EMPLOYMENT ISSUES

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

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose policies that circumvent the collective bargaining process;
- c) Oppose policies adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, including pension benefits, the

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

California Family Rights Act, and working conditions, including health, safety, and ergonomic standards for the workplace;

- d) Support efforts to reform and resolve inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;
- e) Support workforce development policies that facilitate a more efficient talent acquisition process;
- f) Support policies that encourage ridesharing, teleworking, vanpool, and related congestion relief programs for Orange County commuters.

XIII. TRANSPORTATION SECURITY & EMERGENCY PREPAREDNESS

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

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

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

**Draft Final Orange County Transportation Authority 2025-26
State Legislative Platform**

XIV. ADMINISTRATION/GENERAL

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

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

**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

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

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

Key Policy Issues in the 119th Congress

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

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements, and services in order to meet the mobility needs of Orange County;
- b) Request annual appropriations at least consistent with authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act (IIJA) are maintained in order to meet our county's critical infrastructure needs;
- c) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs, ensuring funding OCTA receives from IIJA and the Inflation Reduction Act is maintained;
- d) Oppose rescissions or other arbitrary funding cuts to transportation programs;
- e) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;
- f) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures for capital and operations;

**Draft-Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

- g) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- h) Ensure that Orange County is eligible for funding provided to meet air quality standards for the South Coast Air Basin and oppose efforts that would impact the use of transportation funding;
- i) Seek support for adaptation and resiliency efforts related to environment for critical transportation infrastructure;
- j) Seek funding and other solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;
- k) Seek support, funding, and project streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor;
- l) Encourage federal leadership, in conjunction with state and local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor;
- m) Support the authority to secure direct funding for Orange County projects;
- n) Support efforts to preserve local flexibility in the administration of toll lanes and use of toll revenues;
- o) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;
- p) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding assistance or incentives, project delivery tools and/or regulatory relief.

I. TRANSPORTATION FUNDING

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

OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the

**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

current funding status of OCTA's capital program. Other funding priorities for OCTA include:

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

II. SURFACE TRANSPORTATION REAUTHORIZATION

The IIJA (Pub. L. No. 1147-58) authorized over \$567 billion over five years for programs. With the IIJA as law, OCTA has focused much of its advocacy efforts on implementation efforts that allow state and local government agencies to move forward with a federal partner on critical transportation projects. Now with the IIJA set to expire on September 30, 2026, OCTA will dually prioritize implementation while also advocating for its priorities related to enacting long-term reauthorization legislation. As such, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;

**Draft-Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

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

III. TRANSPORTATION PLANNING & PROGRAMMING

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

- a) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for operating expenses associated with any fixed-guideway or eligible bus projects;
- b) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- c) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- d) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;

**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

- e) Advocate for policies to encourage, when possible, a “complete streets” approach to multimodal project planning in order to expedite project delivery;
- f) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- g) Encourage cooperation between local, state, and federal partners to mitigate or eliminate any policy that places burdensome requirements on operators related to degradation of facilities and performance;
- h) Support streamlining and greater flexibility of Federal Buy America requirements including increased clarification on market availability and technical feasibility of the Build America, Buy America Act requirements created in the IIJA to prevent any unintended disruption to projects and programs;
- i) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;
- j) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law;
- k) Support equitable policies to ensure that inclusive public engagement, planning, and delivery of mobility improvements best serves all the residents of Orange County;
- l) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as private sector partners, in the testing, development, demonstration, deployment, and operation of autonomous and connected vehicle technologies, while encouraging policies that ensure their safe implementation.

IV. FISCAL REFORMS & ISSUES

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

- a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;

**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy processes that delay project delivery;
- c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;
- d) Support fiscally-sound proposals to adequately address the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;
- e) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- f) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;
- g) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;
- h) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;
- i) Support additional funding and regulatory flexibility to facilitate the use of alternative mobility providers;
- j) Support regulatory efforts that would allow for joint procurement processes.

V. RAIL PROGRAMS

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

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak. OCTA serves as the managing agency for this service, providing all necessary administrative support to the LOSSAN Agency.

**Draft-Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

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

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

VI. TRANSIT PROGRAMS

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

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

**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

VII. GOODS MOVEMENT

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

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

VIII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

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

- a) Support increased funding for training, increased security, and emergency preparedness improvements with adequate flexibility to ensure that local

**Draft-Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

agencies can effectively use the resources to also support all modes of transportation;

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

IX. ENVIRONMENTAL & ENERGY ISSUES

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

- a) Seek funding to meet state and local environmental quality requirements, including requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;
- b) Support expedited review for project development, right-of-way acquisition, and construction activities without impairing substantive environmental requirements;
- c) Ensure adequate funding and flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources.

IX. REGULATORY REQUIREMENTS

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

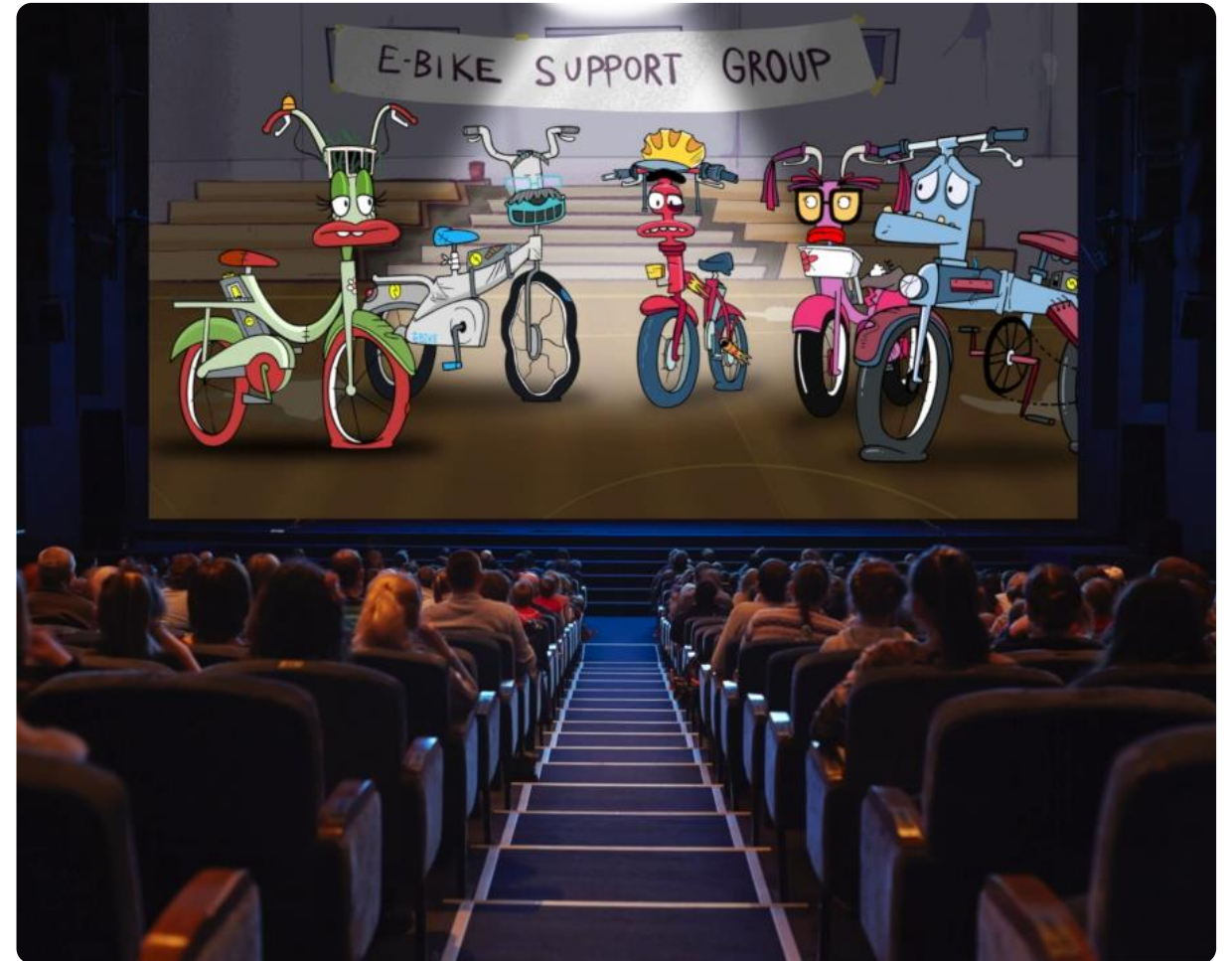
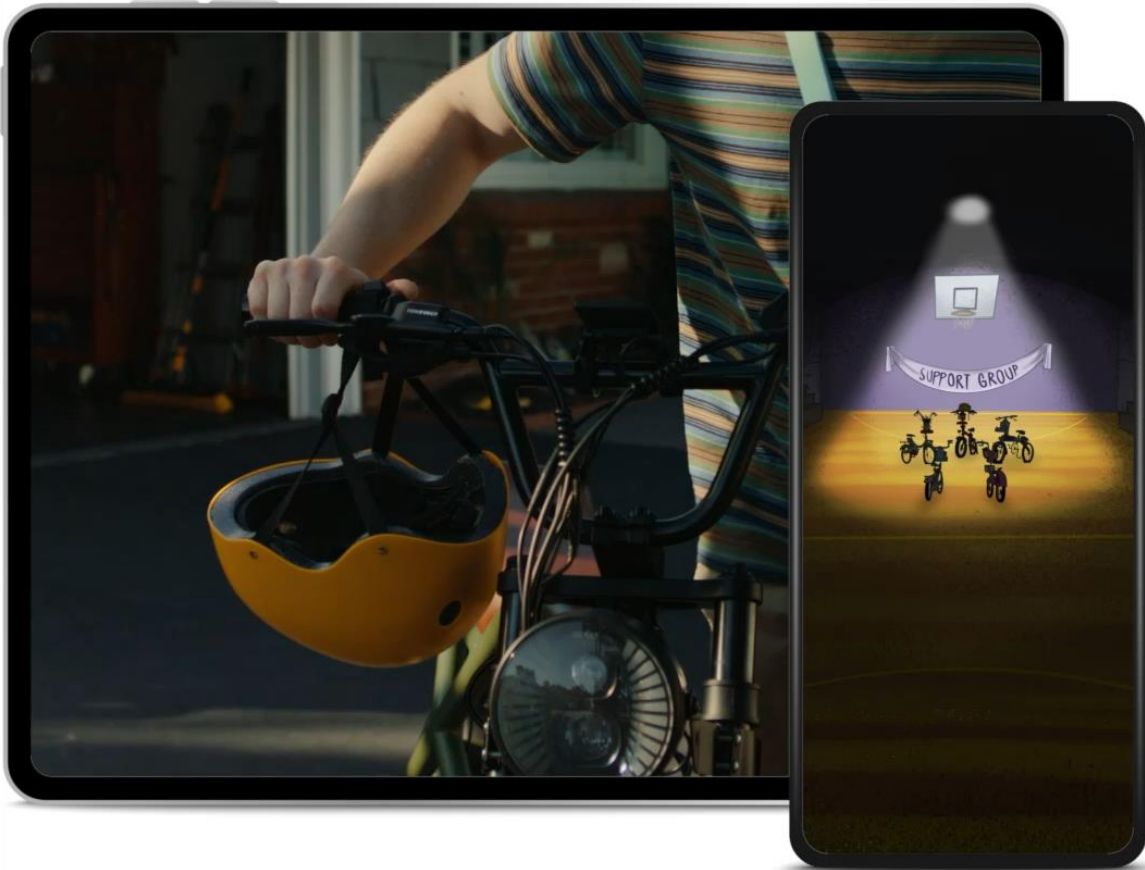
**Draft Final Orange County Transportation Authority 2025-26
Federal Legislative Platform**

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

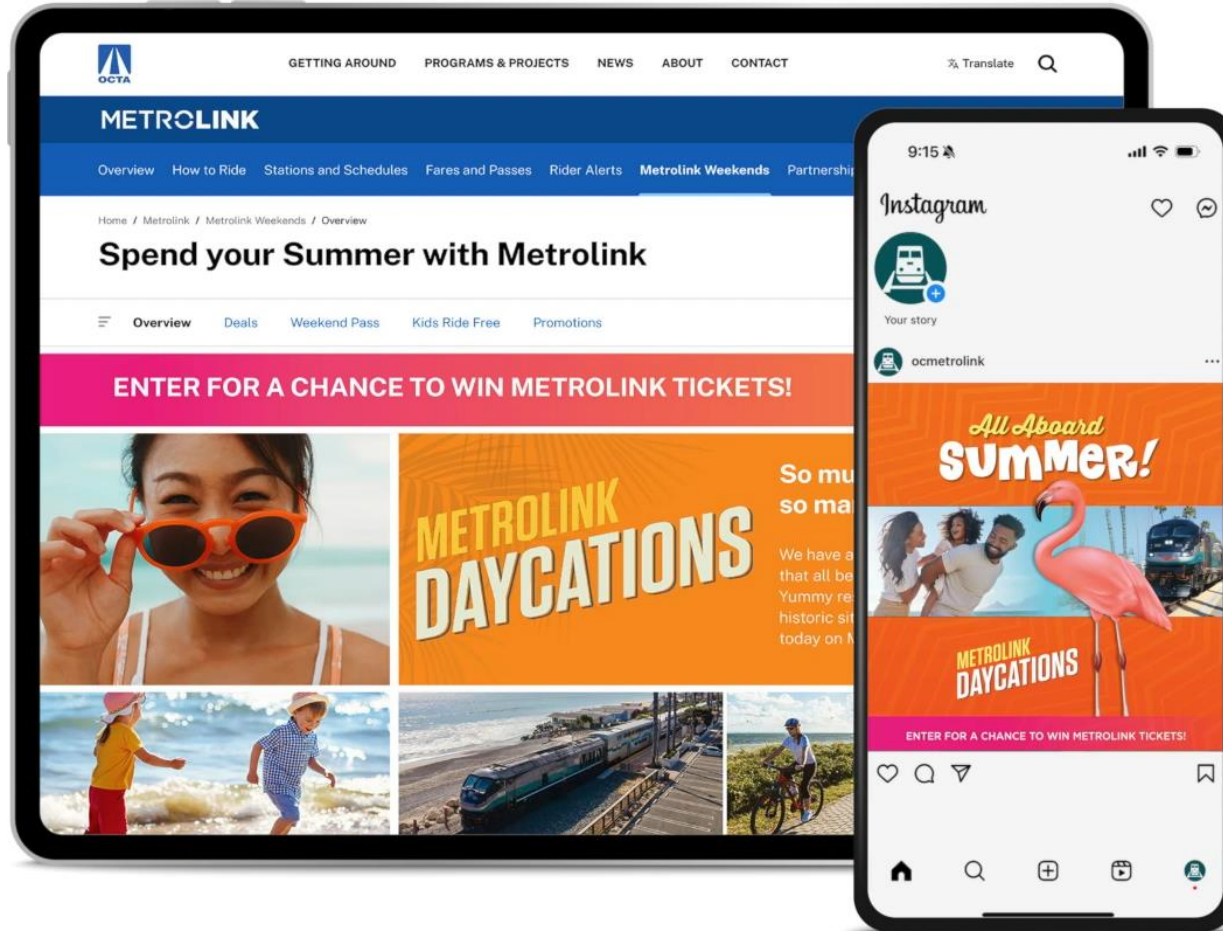


Marketing and Communications Update

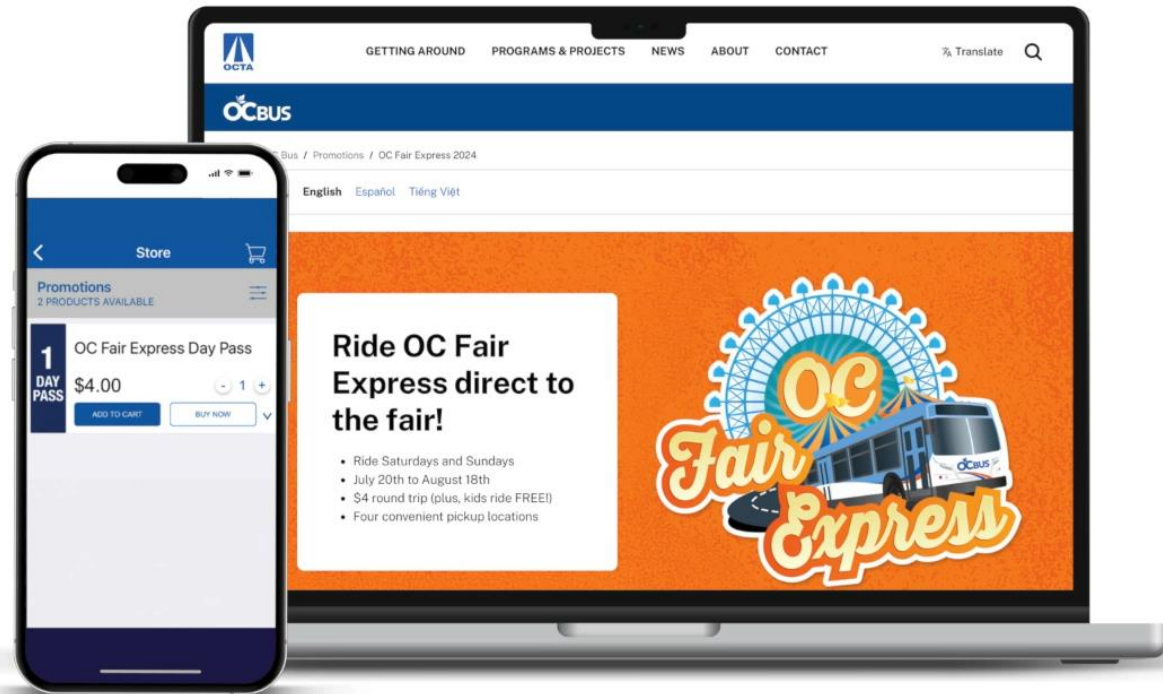
E-Bike Safety PSA Campaign



Metrolink Weekends: Summer Campaign



OC Fair Express



It's finally back in service 🥰

The OC Bus service is the best! 😎 👍

Let's gooooo 🚶 🙌

Yessss!!!!!! Great move OC Bus 🙌

OC Bus: Choice Pass Promotion

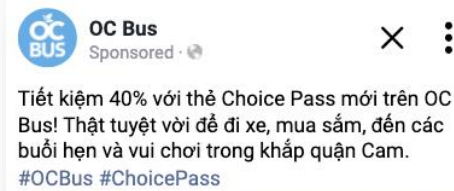


TWO WAYS TO SAVE

Save 40% wherever you travel from August 11 to December 31. Pick from a bundle of five 1-Day Choice Passes or a 30-Day Choice Pass.



Offer your customers more value with OC Bus promotional passes. These discount passes, well-liked by our riders, can be conveniently available at your location. An order form for these Choice Passes is attached for your convenience. Add OC Bus promotional passes to your offerings today!



DOS MANERAS DE AHORRAR

Ahorre un 40% dondequiera que viaje del 11 de agosto al 31 de diciembre. Elige entre un paquete de cinco pases Choice de 1 día o un pase Choice de 30 días.



THREE WAYS TO PURCHASE



Mobile App



In Person



Online

Compre los pases Choice con la aplicación OC Bus Mobile, en la OCTA Store, en línea en passales.octa.net o en puntos de venta. Asegúrese de activar su pase antes del 31 de diciembre de 2023. No se aceptarán pases de 1 día para abordar después de esta fecha. Los pases de 30 días deben activarse antes de esta fecha o vencerán. Una vez activado, su pase de 30 días será válido durante 30 días consecutivos.

The passes are part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work – reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment – particularly in disadvantaged communities.

OCbus.com/Choice



OC Bus: Youth Ride Free Promotion



OC Bus: College Pass Program Campaign

OCTA | **OCBUS**

Ride Free.* Save Big.
Community College Students
Ride OC Bus Everywhere!

OCbus.com/_CPP
*Registration required. Student fees may apply.

Download the app to start riding!



OC Bus: Free Ride Days



Rideshare Week

RIDESHARE WEEK **OCT 7-11**
HAPPY COMMUTING! **2024**

PLEDGE FOR A CHANCE TO WIN

BUS • VANPOOL • METROLINK • BIKE • CARPOOL

RIDESHARE WEEK **OCT 7-11**
HAPPY COMMUTING! **2024**

PLEDGE FOR A CHANCE TO WIN

Join the fun during Rideshare Week and get rewarded for a happy commute! Pledge online for a chance to win the Happy Commuter Kit, which includes AirPods Pro, a power adapter, a water bottle, a Kindle, and a backpack!

OCTA.net/rideshareweek

Thanks to our sponsors

OCTA **spectrumotion**
Better. Greener. Commuting.

SCAN ME

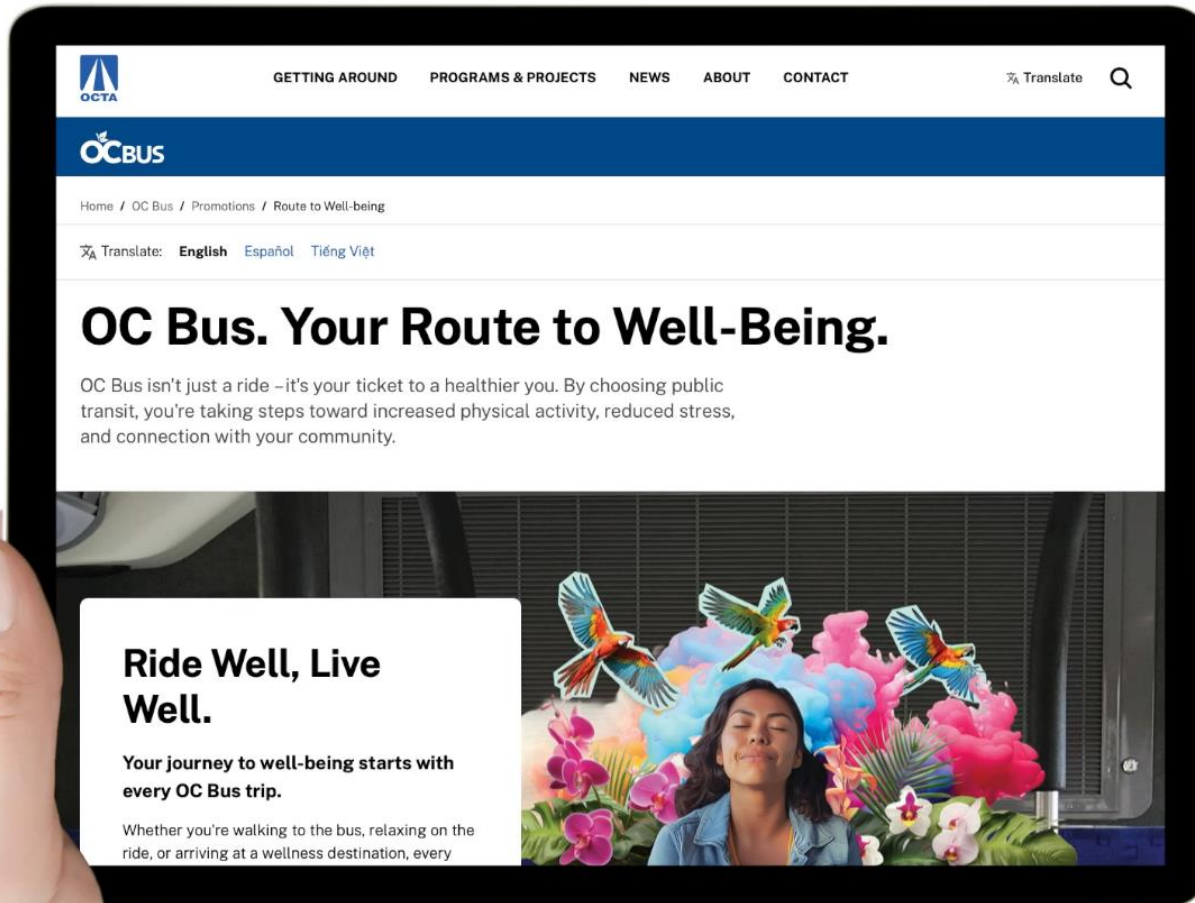
METROLINK • CARPOOL • BIKE • VANPOOL • BUS

RIDESHARE WEEK **OCT 7-11**
HAPPY COMMUTING! **2024**

PLEDGE FOR A CHANCE TO WIN

BUS • VANPOOL • METROLINK • BIKE • CARPOOL

OC Bus: Your Route to Well-Being



405 Express Lanes Campaign & One-Year Anniversary

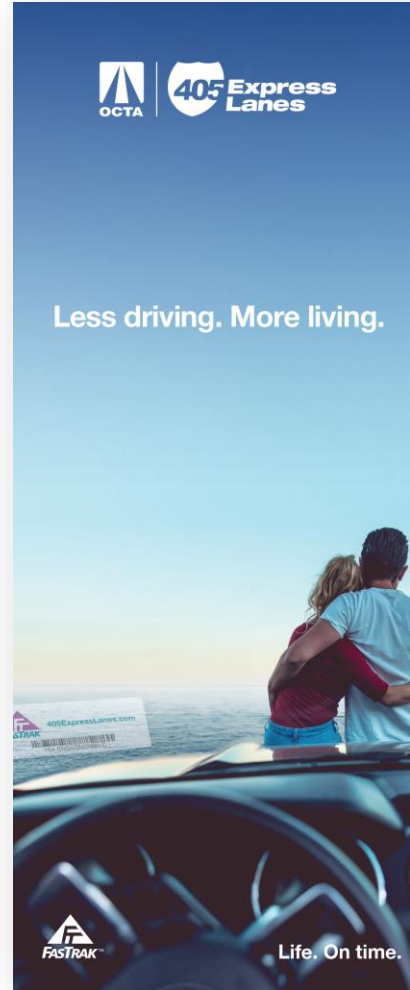


OCTA | 405 Express Lanes

FASTRAK

Less driving. More bonding.

Life. On time.



OCTA | 405 Express Lanes

FASTRAK

Less driving. More living.

Life. On time.

Welcome to the 405 Express Lanes. What will you do with all the time you'll save?

Let's face it, nobody lives in Southern California because they want to spend more time behind the wheel. We all have things we'd much rather be doing, like enjoying the great outdoors and being with our loved ones. The 405 Express Lanes reduces traffic congestion and helps you connect more easily to things you'd rather do than sit in traffic.



More than just convenient, the 405 Express Lanes also helps:



Save Time
Wherever and whenever you drive, you'll experience free-flowing traffic to help you reach your destination safely and efficiently.



Reduce Stress
Driving in heavy traffic conditions leads to greater stress. Free-flowing traffic isn't just more convenient – it's good for your health.



Ease Congestion
The 405 Express Lanes benefits all who drive the I-405. Those in the regular lanes enjoy reduced drive times because space is freed up by those who choose the 405 Express Lanes, such as carpools with three or more people that always travel toll-free.

Your FasTrak® transponder opens up a whole new way to enjoy the drive.

Because everyone using the 405 Express Lanes is required to have a transponder, traffic will always flow as freely as possible. All tolls will be collected electronically, with no toll booths or cash payments to slow you down.

Your FasTrak® transponder gives you access to the extensive network of established toll agencies anywhere in California. Simply affix the transponder to your vehicle and you're good to go.



Smoother and safer, too.

Car trouble on the 405 Express Lanes? We've got you covered. Our traffic operations center keeps a close watch on the Express Lanes 24 hours a day, 365 days a year and will dispatch our free tow truck service to you within minutes.



For further information, please visit us at: 405ExpressLanes.com.



Thank You

OCTA Rider Safety Perception Survey

NOVEMBER 2024



Background

- Senate Bill 434 (Chapter 396, Section 99178)

- Requires transit operators to collect and publish survey data on “street harassment”
- Survey must reach limited-English-proficient riders
- Outreach to rider subpopulations underrepresented in surveys

- Focus on Passengers’ Personal Safety

- It IS: how riders feel comfortable on the bus without experiencing harassment
- It IS NOT: bus operations, traffic accidents, etc.



Background / Methodology

- Other participating agencies: San Diego MTS, Long Beach Transit, LA Metro
- Onboard Survey Collection (Sep. 2024)
 - Sampled from entire system by different routes and times
 - Available in English, Spanish, Vietnamese, Mandarin, and Korean
- Five Focus Groups (Oct. to Nov. 2024)
 - Women's Only, LGBTQIA+, Spanish Language, Vietnamese Language, Persons with Disabilities

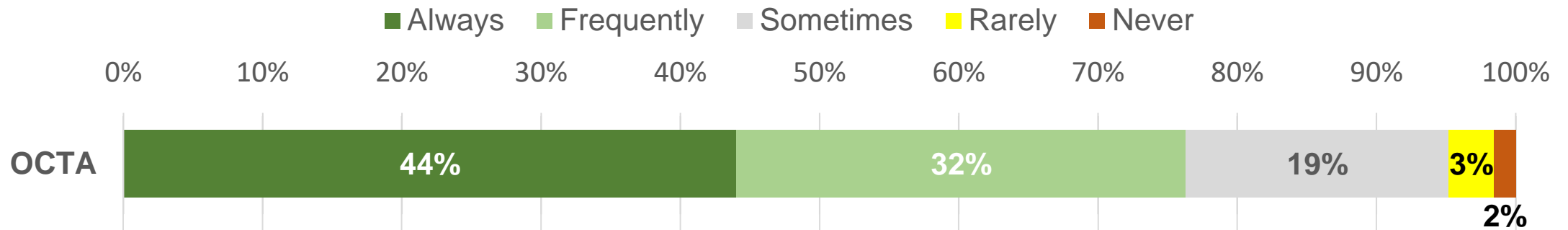


Key Findings

- More than three-quarters of OC Bus riders frequently or always felt safe using OC Bus during the past year
- Roughly half of OC Bus riders have seen and/or experienced some form of harassment on OC Bus but rarely report it
- Demographic characteristics play a role in the perception of safety on OC Bus
- Most riders feel safe and do not take any additional safety precautions when using OC Bus (60%), but some riders reported not traveling at night (26%)

Riders' Current Safety Perception

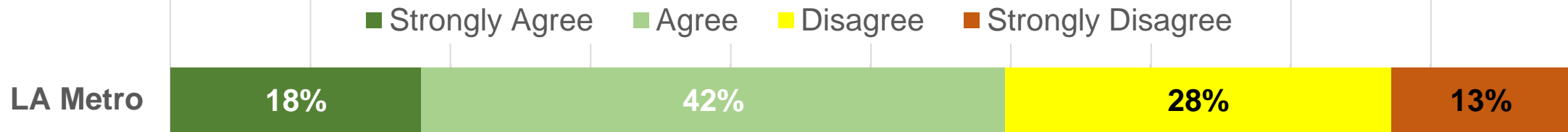
How often do you feel safe using the bus?



How safe do you feel using MTS?



I consider the Metro system safe to ride



n = 6,980 respondents from Orange County Transportation Authority (OCTA); 8,080 respondents from LA Metro; 500 respondents from SD MTS.

* LA Metro data from Spring 2024 Customer Satisfaction Survey (Mar. 2024); results are the average of the daytime and nighttime bus rider results for "I consider the Metro safe to ride..."

* SD MTS data from Senate Bill 434 survey (Oct. 2024). Results for "How safe do you feel using MTS?"

Safety Perception of Frequent Riders

73% of respondents are frequent riders (ride daily or weekly) and say they frequently or always feel safe on OC Bus during the past year.

% Respondents	Safety Perception					Grand Total
	Always	Frequently	Sometimes	Rarely	Never	
Trip Frequency	Always	Frequently	Sometimes	Rarely	Never	Grand Total
Daily	33%	23%	14%	2%	1%	73%
Weekly	8%	9%	4%	1%	0%	21%
Monthly	1%	1%	1%	0%	0%	3%
Less than once a month	1%	1%	1%	0%	0%	3%
Grand Total	43%	33%	19%	3%	1%	100%

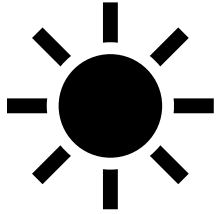
Frequencies of Safety Incidents Noted

60% of respondents say they **frequently or always felt safe** on OC Bus and **rarely or never noticed incidents** within the past year (either experienced or observed).

Example incidents: unwanted comments, inappropriate comments

% Respondents Saw / Experienced Incidents	Safety Perception					Grand Total
	Always	Frequently	Sometimes	Rarely	Never	
Frequently	2%	1%	2%	1%	0%	6%
Sometimes	6%	8%	8%	1%	0%	24%
Rarely	10%	13%	5%	1%	0%	28%
Never	26%	11%	3%	1%	1%	42%
Grand Total	44%	32%	19%	3%	2%	100%

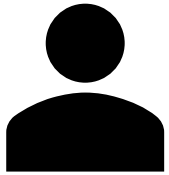
Factors of Safety Perception



58% of respondents noticed safety incidents (either experienced or observed) primarily **in the daytime**.



55% of respondents noticed safety incidents primarily **onboard OC Bus**.



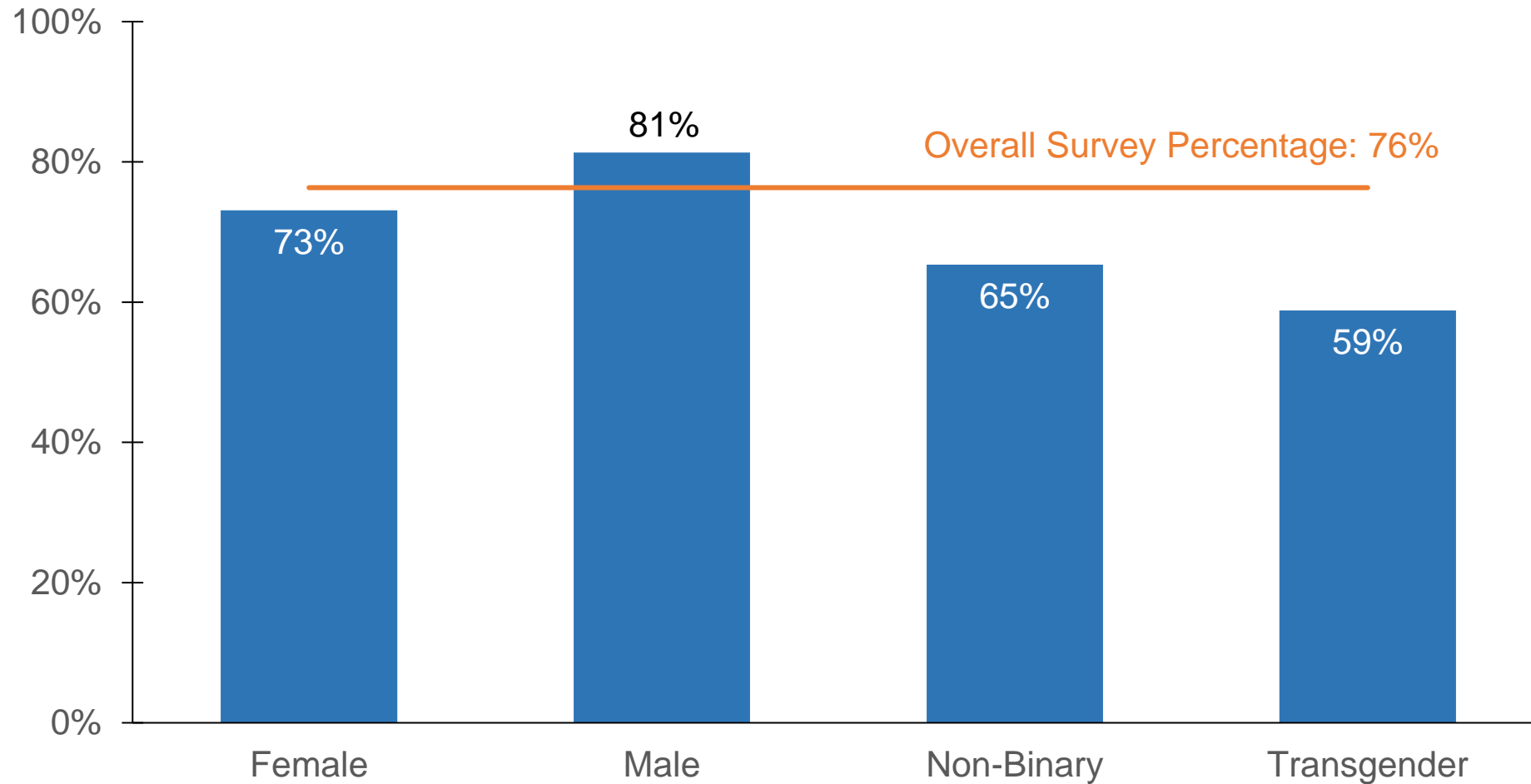
67% of respondents noticed safety incidents primarily when **traveling alone** on OC Bus.



The most selected reason for why respondents believed they or the person was being targeted was “**None. It was random.**”

Factors of Safety Perception - Demographics

Frequently or Always Feel Safe - By Gender



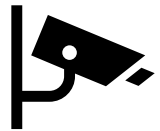
Riders' Experience

- 60% of respondents noted they feel safe and do not have any additional safety precautions while using OC Bus
 - 26% do not ride at night
- 49% of respondents have witnessed at least one type of incident, and 30% have experienced it themselves
- 79% of respondents who noticed incident(s) did not report
 - 14% have reported to the coach operator
 - 5% have reported to OCTA
 - 3% have reported to police

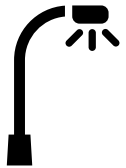


Suggestions for Safety Enhancements

The most requested transit safety enhancements were:



Security cameras at stops / stations



Improved lighting at bus stops / stations



Police / law enforcement



Private security staff



Phone hotline / emergency call boxes

Next Steps

- Customer Feedback shared with Transit Operations, Transit Police, and other groups
- Continued communications with other participating transit agencies
- Anonymized survey data will be publicly published on OCTA.net by end of calendar year 2024
- Notifying Governor and Legislature of results publication
- Final report available in December