



BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, April 24, 2017 at 9:00 a.m.

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

Agenda Descriptions

The 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 Board of Directors 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 Comments on Agenda Items

Members of the public may address the Board of Directors regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

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.

Call to Order

Invocation

Director Jones

Pledge of Allegiance

Director Steel



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for April 2017

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2017-017, 2017-018, and 2017-019 to Lorenzo Bravo, Coach Operator; Johnny Nguyen, Maintenance; and Mary Burton, Administration, as Employees of the Month for April 2017.

Consent Calendar (Items 2 through 14)

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

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of April 10, 2017.

3. Approval of Board Member Travel

Approve the travel to Washington, D.C. for Chairman Michael Hennessey the week of May 1, 2017 for the Orange County Transportation Authority's (OCTA) Washington advocacy trip focusing on the OCTA transportation and legislative priorities for the 1st Session of the 115th Congress.



BOARD AGENDA

4. First Quarter 2017 Debt and Investment Report

Rodney Johnson/Andrew Oftelie

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the first quarter of 2017, January through March, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

Receive and file the Quarterly Debt and Investment Report prepared by the Treasurer as an information item.

5. Grant Award for the 2017 and 2018 Orange County Fair Express Service

Ric Teano/Lance M. Larson

Overview

On April 20, 2017, the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management District is expected to award the Orange County Transportation Authority \$834,222 in grant funds to support the direct operating costs of the Orange County Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the award and execute grant-related agreements.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Orange County Fair Express Service.



BOARD AGENDA

6. State Legislative Status Report

Kristin Essner/Lance M. Larson

Overview

An update is provided on state legislation to provide additional funding for transportation purposes and a request to the Joint Legislative Audit Committee to analyze fluctuations in transit funding. An oppose position is recommended on three bills related to the toll evasion penalty payment process, requirements to reduce regional greenhouse gas emissions from transportation and land use, and restrictions on the use of excess toll revenues. An update is provided on litigation related to cap-and-trade.

Recommendations

- A. Adopt an OPPOSE position on AB 344 (Melendez, R-Lake Elsinore), which revises the payment process for disputed toll payments.
- B. Adopt an OPPOSE position on SB 150 (Allen, D-Santa Monica), which revises the process to reduce regional greenhouse gas emissions from transportation and land use, prioritizing reduction of vehicle miles travelled and the funding of projects that reduce such and achieve other co-benefits.
- C. Adopt an OPPOSE position on SB 264 (Nguyen, R-Garden Grove), which restricts how excess toll revenues from the Interstate 405 Improvement Project can be spent.

7. Federal Legislative Status Report

Kristin Essner/Lance M. Larson

Overview

An overview is provided of the President's proposed budget outline for Federal Fiscal Year 2018 and the status of Federal Fiscal Year 2017 appropriations.

Recommendation

Receive and file as an informational item.



BOARD AGENDA

8. Three-Year Agreement with the Center for Demographic Research at California State University, Fullerton from Fiscal Year 2017-18 to Fiscal Year 2019-20

Anup Kulkarni/Kia Mortazavi

Overview

Orange County's demographic projections are developed with the Center for Demographic Research at California State University, Fullerton. A recommendation to continue this effort through a multi-agency funding agreement is provided for review and approval.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute a three-year agreement through fiscal year 2019-20, in an amount not to exceed \$282,006, with the Center for Demographic Research at California State University, Fullerton.

Orange County Transit District Consent Calendar Matters

9. Authority to Acquire Former Pacific Electric Railroad Right-of-Way in the City of Garden Grove to Preserve and Protect for Future Transit Use

Joe Gallardo/James G. Beil

Overview

The Orange County Transit District has an opportunity to purchase non-operating railroad right-of-way located in the City of Garden Grove. The approximately 2,300 linear feet of non-operating railroad right-of-way is 5.2 acres of vacant land that lies between Brookhurst Street and Chapman Avenue, owned by the City of Garden Grove. The acquisition would preserve and protect the right-of-way for future transit use.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute necessary agreements to acquire 5.2 acres of former Pacific Electric railroad right-of-way located in the City of Garden Grove, in the amount of \$1,500,000, exclusive of title and escrow fees.



BOARD AGENDA

10. June 2017 Bus Service Change Program

Johnny Dunning Jr./Beth McCormick

Overview

The Orange County Transportation Authority implements schedule and route revisions to selected bus routes three times a year. The June 2017 Bus Service Change Program is the second program of service revisions planned for calendar year 2017.

Recommendation

Receive and file as an information item.

11. Award of Agreement for Engine Installation Kits

Cliff Thorne/Beth McCormick

Overview

The Orange County Transportation Authority currently operates 97 New Flyer compressed natural gas-powered buses which are eligible for a midlife bus engine overhaul. The award of an agreement for the engines has already been approved by the Board of Directors. The replacement engine requires additional components for the new configuration and installation. Staff is requesting approval to execute an agreement for this purchase.

Recommendations

- A. Approve the selection of Complete Coach Works as the firm to provide the engine installation kits.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$3,091,616, for engine installation kits.



BOARD AGENDA**Orange County Local Transportation Authority Consent Calendar Matters****12. Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar**

Mary Shavalier/James G. Beil

Overview

A cooperative agreement was executed in 1994 with the City of Santa Ana for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center commuter/intercity rail station. An amended and restated cooperative agreement is necessary to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original agreement was executed, and to include provisions for the incorporation of the OC Streetcar.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.

13. Agreement for Public Awareness Campaign Services for the OC Streetcar Project

Tresa Oliveri/Lance M. Larson

Overview

Consultant services are needed to support development and implementation of a public awareness campaign during the pre-construction and construction phases of the OC Streetcar project. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for technical and professional services. Approval is requested to execute a new agreement for these outreach services.



BOARD AGENDA

13. (Continued)

Recommendations

- A. Approve the selection of Katz and Associates as the firm to provide community outreach services for the pre-construction and construction phases of the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz and Associates, in the amount of \$1,151,712, to provide community outreach services for a public awareness campaign for the OC Streetcar project for a four-year initial term with a one-year option term.

14. Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings

Alice Rogan/Lance M. Larson

Overview

Measure M, Orange County's one-half cent sales tax for transportation, passed in 1990 and renewed in 2006, calls for an independent committee to ensure compliance with the ordinance. As required by the Measure M ordinance, the Taxpayer Oversight Committee conducted the 26th Measure M Annual Public Hearing on April 11, 2017. The Taxpayer Oversight Committee found the Orange County Local Transportation Authority has proceeded in accordance with Measure M Ordinance No. 3 during 2016.

Recommendation

Receive and file as an information item.



BOARD AGENDA

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

15. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

16. Chief Executive Officer's Report

17. Directors' Reports

18. Closed Session

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(a) – Conference with Legal Counsel – Existing Litigation. William Bryan v. Orange County Transportation Authority, et al. OCSC Case No. 30-2014-00763385.

19. Orange County Transportation Authority Paratransit Services Overview Beth McCormick

Overview

The Orange County Transportation Authority provides paratransit services for seniors and persons with disabilities. In a workshop setting, staff will present information about Orange County Transportation Authority paratransit services as well as paratransit requirements under the Americans with Disabilities Act.

20. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, May 8, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

Minutes of the
Orange County Transportation Authority
Orange County Transit District
Orange County Local Transportation Authority
Orange County Service Authority for Freeway Emergencies
Board of Directors Meeting

Call to Order

The April 10, 2017 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Hennessey at 9:01 a.m. at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present: Michael Hennessey, Chairman
Lisa A. Bartlett, Vice Chair
Laurie Davies
Barbara Delgleize
Andrew Do
Lori Donchak
Mark A. Murphy
Richard Murphy
Al Murray
Shawn Nelson
Miguel Pulido
Tim Shaw
Todd Spitzer
Michelle Steel
Tom Tait
Gregory T. Winterbottom

Directors Absent: Ryan Chamberlain, Governor's Ex-Officio Member
Steve Jones

Also Present: Darrell Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
Sahara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel
Members of the Press and the General Public

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Administration of Oath of Office

James Donich, General Counsel, administered the oath of office to Public Member Gregory T. Winterbottom.

Consent Calendar (Items 2 through 7)

Chairman Hennessey stated that matters on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action on a specific item.

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

A motion was made by Director Spitzer, seconded by Director Do, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of March 27, 2017.

Directors Nelson and Pulido were not present to vote on this item.

3. Approval to Release Request for Proposals for Consultant Services to Prepare the Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station Improvement Project

A motion was made by Director Spitzer, seconded by Director Do, and declared passed by those present, to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 7-1609 for consultant services to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project.
- B. Approve the release of Request for Proposals 7-1609 for consultant services to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project.

Directors Nelson and Pulido were not present to vote on this item.

4. Fiscal Year 2017-18 Measure M2 Maintenance of Effort Adjustment and Updates to the Eligibility and Local Signal Synchronization Plan Guidelines

Director Shaw pulled this item and referenced Attachment A of the Staff Report, and asked if the cities were notified of the benchmark change.

Sam Kaur, Section Manager of Local Programs Planning, responded that OCTA staff notified the cities' City Managers, Finance Directors, and Public Works Directors, by email, about the benchmark change.

Director Shaw also inquired if the city's streets and roads are in pristine condition and if is OCTA causing the city to spend more money on its local streets and roads unnecessarily.

Darrell Johnson, Chief Executive Officer (CEO), responded that the Measure M2 Ordinance requires benchmark adjustments every three years. Mr. Johnson felt there would not be a point that a city would not want to spend the Measure M2 streets and roads funds for improvements.

A motion was made by Director Shaw, seconded by Director Murray, and declared passed by those present, to:

- A. Approve the maintenance of effort benchmark adjustment for the fiscal year 2017-18 eligibility cycle.
- B. Approve the fiscal year 2017-18 Measure M2 Eligibility Guidelines.
- C. Approve the Local Signal Synchronization Plan Guidelines.

Director Tait did not participate or vote on this item, due to a potential conflict of interest.

5. Agreement for Regional Modeling-Traffic Operations On-Call Support Staffing

A motion was made by Director Spitzer, seconded by Director Do, and declared passed by those present, to:

- A. Approve the selection of W.G. Zimmerman Engineering, Inc., as the firm to provide on-call support staffing on an as-needed basis for regional modeling-traffic operations.

5. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1493 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term through April 30, 2019, with one, two-year option term to provide on-call support staffing on an as-needed basis for regional modeling-traffic operations.

Director Tait did not vote on this item, due to a potential conflict of interest.

Directors Nelson and Pulido were not present to vote on this item.

6. Fiscal Year 2016-17 Measure M2 Annual Eligibility Review

A motion was made by Director Spitzer, seconded by Director Do, and declared passed by those present, to approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for fiscal year 2016-17, and direct staff to return with eligibility findings for local jurisdictions pending the adoption and submittal of fiscal year 2015-16 expenditure reports by local agencies.

Directors Nelson and Pulido were not present to vote on this item.

**Orange County Service Authority For Freeway Emergencies
Consent Calendar Matters**

7. Sole Source Agreement for Freeway Service Patrol Data Collection and Tracking Software Development

A motion was made by Director Spitzer, seconded by Director Do, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-7-1557 between the Orange County Transportation Authority and Los Alamos Technical Associates, Inc., in the amount of \$250,000, to develop and implement improvements to the LATATrax software for a five-year term.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2016-17 adopted Budget to transfer \$50,000 from Account 0013-7519-S1002-TC2 to Capital Account 0013-9028-S1002-TC2.

Directors Nelson and Pulido were not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

8. Appeal to the Board of Directors to Protest Proposed Award of Contract; Invitation for Bid 6-1521 and Award of Agreement for Construction of the Metrolink Parking Structure at the Orange Transportation Center

Virginia Abadessa, Director, Contract Administration and Materials Management (Camm), reported that the Board of Directors (Board) was being asked to hear the appeal from Bomel Construction Co., Inc. (Bomel). Ms. Abadessa stated that an Invitation for Bid (IFB) was released on November 17, 2016, for the construction of a Metrolink Parking Structure in the City of Orange, and four bids were received.

Ms. Abadessa stated that Bomel was the apparent low bidder; however, OCTA found Bomel's bid to be non-responsive to the IFB requirements. Ms. Abadessa reported on OCTA's IFB process and definition of a Buy America compliant "approved equal" products. She also reported on Bomel's protest and appeal and OCTA's decisions.

Ms. Abadessa stated that on March 17, 2017, OCTA received a request by Bomel to appeal the CEO's decision to the Board. Ms. Abadessa stated that the decision by the Board represents the final administrative step in the protest process.

A public comment was made by:

Jim Ure, Executive Vice President of Bomel, who commented that Bomel was the low bidder, and OCTA determined Bomel to be non-responsive because they intended to install an elevator that was not determined under the IFB to be "approved equal" product.

Mr. Ure stated that the elevator specified was Mitsubishi elevator model number IDH-S-H1 or equal. Mr. Ure reported that according to Mitsubishi, the model (IDH-S-H1) is manufactured in Mexico and not Buy America compliant. Mr. Ure also reported that based on staff's interpretation of the bid instructions, no firm can use that specified model and all the firms need to submit an "approved equal" document. In addition, he stated that per OCTA, no firm submitted an "approved equal" document for the elevators.

Mr. Ure stated that since all the bidders have the same apparent "flaw," that OCTA waive the "flaw" as a minor irregularity and treat all bidders the same. If OCTA waived the "flaw", Bomel would be the apparent low bidder and be awarded the agreement.

8. (Continued)

A lengthy discussion ensued, and the Board raised concerns regarding Bomel's appeal. The Board also directed staff to determine if each of the four proposing bidders proposed Mitsubishi Electric Elevator IDH-S-H1 Hydraulic, as requested in the IFB, or an "approved equal" product that was Buy America compliant.

Bomel went on the record that it would honor its low bid price of \$18,189,446 with the Excelsior elevator, as well as be responsible to make the elevator fit within the IFB specifications and be fully responsible for any elevator cost impacts.

A motion was made by Director Nelson, seconded by Director Spitzer (for discussion), to approve the protest and award the contract to Bomel Construction Co., Inc.

After additional discussion, Director Spitzer supported withdrawing the motion and going with Director R. Murphy's suggestion, to find out if the Mitsubishi elevator model specified in the IFB is Buy America compliant.

Mr. Johnson, CEO, responded that OCTA would ask Mitsubishi, in writing, where the elevator was built, if the elevator is Buy America compliant, and would return to the Board with the written response.

A motion was made by Director Nelson, seconded by Director Murray, and declared passed by those present, to continue this item to the April 24, 2017 Board of Directors meeting pending receipt of additional information from the bidders.

A public comment was made by:

Justin Wilson, W.M. Klorman Construction (Klorman), commented that Klorman submitted a bid protest, and received OCTA's response letter that deemed Bomel, McCarthy Building Companies, Inc., (McCarthy), and Largo Concrete, Inc., as non-responsive and highlighted the reasons for being non-responsive.

Mr. Wilson stated that Excelsior Elevator Corporation bid this project without prior approval, which is required under the IFB. He also reviewed McCarthy's bid submission, and stated that McCarthy failed to list an elevator subcontractor for the work and highlighted other items not listed by McCarthy noted in the IFB.

Mr. Wilson also provided his concerns about this item's bid process, referenced public contract code section 100 and section D, and asked OCTA to revisit his firm's bid protest that was submitted on January 15, 2017.

Vice Chair Bartlett requested that when staff returns to the Board in two weeks with this item, to clarify the process, timeframe, bidders' responses, and "approved equal" determination.

Orange County Local Transportation Authority Regular Calendar Matters

9. Comprehensive Transportation Funding Programs - 2017 Call for Projects Programming Recommendations

Sam Kaur, Section Manager of Local Programs, opened with comments that the Board was provided a handout of a letter from a group in San Juan Capistrano regarding the Ortega Highway project that is listed in Attachment B of the Staff Report.

Ms. Kaur provided a PowerPoint presentation for this item as follows:

- Comprehensive Transportation Funding Programs Overview;
- 2017 Call for Projects (Call);
- 2017 Programming Recommendations;
- 2017 Call Timelines and Milestones; and
- Staff Recommendations.

Director Donchak reported that the Ortega Highway project was discussed at the (April 3rd) Regional Planning and Highways (RP&H) Committee meeting, which is now a County of Orange project. Director Donchak also stated that the RP&H Committee supported the Ortega Highway project as being an important next step in the south Orange County mobility program.

A motion was made by Director Donchak, seconded by Director Nelson, and declared passed by those present, to:

- A. Approve the 2017 Regional Capacity Program to fund 13 projects, in an amount totaling \$32.24 million.
- B. Approve the 2017 Regional Traffic Signal Synchronization Program to fund five projects, in an amount totaling \$2.5 million.

Discussion Items

10. Public Comments

There were no public comments received.

11. Chief Executive Officer's Report

Mr. Johnson, CEO, reported that:

- On Thursday, April 6th, Senate Bill (SB) 1 was passed by the California Legislature, and the Governor is expected to sign the transportation funding package when the legislature returns from recess. In addition, SB 1 will provide \$52 billion over the next 10 years, and a report will be provided at the April 20th Legislative and Communications Committee and April 24th Board meetings.
- On Friday, April 7th, OCTA hosted a pre-game kickoff rally for the Angels Express at the Irvine Metrolink Station, and thanked Director Murray for attending the event.
- Last week, the California Association of Public Information Officers (CAPIO) hosted its annual conference, and OCTA was honored with CAPIO's five awards for the following:
 - OC Bus Mobile App video won an Award of Excellence, for the Short Form Video Production category;
 - The 64Xpress Bus Dedication Event won an Award of Merit;
 - The October Ridership Campaign won an Award of Distinction;
 - The 91 Weekend Shift Campaign won an Award of Merit; and
 - The 64Xpress Bus Dedication Event also won an Award of Merit for the Dollar Stretcher Category.

12. Directors' Reports

Vice Chair Bartlett reported that she received over the weekend a postcard from OCTA about making progress on the Interstate 5 south Orange County, and complimented OCTA staff for an informative postcard.

Director Donchak reported that she recently attended, on behalf of OCTA, the California Association of Councils of Government meeting, and the mantra was fix-it first.

Director Donchak also announced that she would attend, on behalf of OCTA, on Thursday, April 13th, the Interstate 5 Stakeholders Working Group meeting.

13. Closed Session

A Closed Session was held as follows:

- A. Pursuant to Government Code Section 54957(b) to evaluate the performance of the Chief Executive Officer, Darrell Johnson.
- B. Pursuant to Government Code Section 54957.6 to meet with designated representatives, Chairman Michael Hennessey, regarding the compensation of the Chief Executive Officer.

There was a report out under Item 14.

14. Annual Review and Compensation Adjustment for Chief Executive Officer, Darrell Johnson

Chairman Hennessey reported out from Item 13 – Closed Session that the Board discussed the performance of Darrell Johnson's, CEO.

A motion was made by Chairman Hennessey, seconded by Director Murray, to approve for the Chief Executive Officer the following:

- A. Four percent merit award
- B. Four percent special award
- C. Five thousand dollars in deferred compensation

Director Nelson proposed that each of the above compensation adjustments be voted separately.

A motion was made by Chairman Hennessey, seconded by Director Pulido, and declared passed by those present, for a merit award of four percent. Director Do was not present to vote.

A motion was made by Chairman Hennessey, seconded by Director Tait, and following a roll call vote, declared passed 11-4, for a four percent special award. Directors Nelson, Spitzer, Steel, and Tait voted in opposition, and Director Do was not present to vote.

A motion was made by Chairman Hennessey, seconded by Director Davies, and declared passed by those present, for five thousand dollars in deferred compensation. Directors Nelson, Steel, and Tait voted in opposition, and Director Do was not present to vote.

James Donich, General Counsel, reported that as part of the above motions, Chairman Hennessey is authorized to sign the Chief Executive Officer's contract.

15. Adjournment

The meeting was adjourned at 10:50 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, April 24, 2017**, at Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert
Clerk of the Board

Michael Hennessey
OCTA Chairman



OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization / Request For Payment

Attach copy of the **Travel Worksheet, Registration Forms**, and other pertinent documentation for this claim.
Travel **will not** be processed until all information is received.

CONFERENCE / SEMINAR INFORMATION

Name: Michael Hennessey **Job Title:** Board Chairman
Department: Board of Directors **Destination:** Washington, D.C.
Program Name: Legislative Strategy Meetings

Description / Justification Chairman Michael Hennessey, CEO Darrell Johnson and External Affairs Legislative Staff will travel to Washington, D.C. May 1-3, 2017 to meet with the Orange County Congressional delegation regarding the OCTA transportation and legislative priorities for the 1st Session of the 115th Congress. The group will also meet with Congressional Transportation Committee offices as well as Senior Officials from the Department of Transportation to discuss the I-405 project overview and financing and the ongoing project development phase of the OC Streetcar program.

COMMENTS

Other - Airport parking and ground transportation
Meal Rate - \$69

Conference / Seminar Date:	Departure Date: 5/1/17	Employee
Payment Due Date:	Return Date: 5/3/17	ID #: 4355

ESTIMATED EXPENDITURES

Transportation	\$831.14
Meals	Included in Registration Fee
Lodging	Included in Registration Fee
Registration	\$1785.00
Other	\$100.00
Total	\$2716.14

APPROVALS

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Travel Org. Key: 1121	Object: 7655	Job Key: A0001	JL: OFS
Registration Org. Key: 1121	Object: 7655	Job Key: A0001	JL: OFS
Month: April	FY: 16/17	Board Date: April 24, 2017	T/A: 553



April 24, 2017

To: Members of the Board of Directors
From: Darrell Johnson, Chief Executive Officer
Subject: First Quarter 2017 Debt and Investment Report

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the first quarter of 2017, January through March, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

Receive and file the Quarterly Debt and Investment Report prepared by the Treasurer as an information item.

Discussion

The Treasurer is currently managing the Orange County Transportation Authority's (OCTA) investment portfolio totaling \$1.45 billion as of March 31, 2017. The portfolio is divided into two managed portfolios: the liquid portfolio for immediate cash needs and the short-term portfolio for future budgeted expenditures. In addition to these portfolios, OCTA has funds invested in a debt service reserve fund for the 91 Express Lanes.

OCTA's debt portfolio had an outstanding principal balance of \$427.1 million as of March 31, 2017. Approximately 74 percent of the outstanding balance is comprised of Measure M2 (M2) debt and 26 percent is associated with the 91 Express Lanes Program.

Economic Summary: The Federal Reserve (the Fed) raised its benchmark rate on March 15, 2017, for the second time in three months, this time to a range between 0.75 percent and 1 percent.

Fed Chair Janet Yellen stated in a news conference that the Fed did not share the optimism of stock market investors and some business executives that economic growth is gaining speed. The Fed still plans to move slowly because the economy continues to grow slowly. Chair Yellen suggested the Fed would have plenty of time to adjust its plans should President Trump and Congress cut taxes or spend massively on infrastructure. Additionally, minutes of the March meeting showed most officials supported the shrinking of the Fed balance sheet later this year.

The Fed, charged with maximizing employment and moderating inflation, is close to achieving both goals. The unemployment rate fell to 4.7 percent in February. Businesses have been challenged by a dwindling pool of individuals that are unemployed and are gradually giving in to pressures to raise wages in order to attract and retain talent. After several years of concern that prices were not rising fast enough, inflation is reviving. The Fed's preferred measure rose 1.9 percent over the 12 months ending in January, close to its 2 percent annual target.

Debt Portfolio Activity: On February 15, 2017, OCTA remitted a debt service payment to M2 investors in the amount of \$18.1 million. Of this amount, \$7.5 million was used to retire M2 principal. The M2 Program currently has \$318 million in outstanding debt.

OCTA also remitted a debt service payment for the 91 Express Lanes on February 15, 2017. OCTA paid \$2.7 million in interest on the bonds. Currently, there remains \$109.1 million in principal outstanding. The outstanding balances for each of OCTA's debt securities are presented in Attachment A.

During the quarter, OCTA continued with its pursuit of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the I-405 Improvement Project (Project). In March 2017, OCTA staff and various finance team consultants traveled to New York to meet with three different rating agencies to discuss investment grade ratings for the TIFIA loan associated with the Project. These meetings were a follow-up to the meetings held in December 2016 when then Chair Donchak and current Chair Hennessey traveled to New York to discuss the Project. During this recent trip, the OCTA team met with Standard and Poor's, Moody's Investment Service, and Kroll Bond Rating Agency.

During the meetings the OCTA team discussed some of the provisions of the TIFIA draft loan agreement, details of the Project, what OCTA is doing to mitigate any cost overruns, and the current schedule for funding the Project. The meetings specifically focused on risk mitigations, right-of-way acquisition, utility

relocation, design-build selection process, toll operating agreement, and a review of the traffic and revenue study. It will take approximately four to six weeks to receive the notification of the ratings for the project. OCTA will need to provide investment grade ratings to TIFIA in order to close on the loan.

OCTA continues to have update calls with TIFIA staff members to monitor the status of the TIFIA loan request.

Investment Portfolio Compliance: There were no compliance violations during the quarter. OCTA continues its policy of reviewing the contents of the investment portfolio on a weekly basis to ensure compliance for each day of the week. Attachment B provides a comparison of the portfolio holdings as of March 31, 2017, to the diversification guidelines of the policy.

Investment Portfolio Performance Versus Selected Benchmarks: OCTA uses Clearwater Analytics to calculate performance for each manager within the respective portfolios. The performance reports calculate monthly total rates of return based upon the market value of the portfolios they manage. The securities are marked-to-market daily based on pricing data provided by the custody banks.

OCTA has calculated the total returns for each of the investment managers for short-term operating monies and has compared the returns to specific benchmarks as shown in Attachment C. Attachment D contains an annualized total return performance comparison by investment manager for the previous two years. Attachment E provides a five-year yield comparison between the short-term investment managers, Orange County Investment Pool, and Local Agency Investment Fund.

The returns for OCTA's short-term operating monies are compared to the Bank of America Merrill Lynch (BAML) 1-3 year Treasury (Treasury) and the BAML 1-3 year AAA-A U.S. Corporate and Government (Corporate/Government) benchmarks. The BAML 1-3 year indices are among the most commonly used short-term fixed income benchmarks. Each of the four managers invests in a combination of securities that all conform to OCTA's 2016 Investment Policy (Policy). For the quarter ending March 31, 2017, the weighted average total return for OCTA's short-term portfolio was 0.35 percent, outperforming the Treasury benchmark return of 0.26 percent by nine basis points, and outperforming the return of 0.34 percent by one basis points. For the 12-month period ending March 31, 2017, the portfolio's return totaled 0.51 percent, exceeding the Treasury benchmark by 25 basis points and outperforming the Corporate/Government benchmark by four basis points for the same period.

Total return performance for the quarter and the trailing year remained positive as fixed-income investors adjusted to the increases in short-term rates by the Fed. As yields rise, the market value of fixed-income securities falls. Total return is the interest earned during a given period of time, plus or minus any market gains or losses, both realized and unrealized. OCTA's investment managers added value by investing in high-quality, non-government fixed-income securities with higher yields during the period. Evidence of this may be seen in a direct comparison of the two benchmarks used by OCTA. The Corporate/Government benchmark clearly maintained a performance advantage, and was less affected by the rise in interest rates than the treasury-only benchmark, due to the additional yield generated by non-government securities.

Investment Portfolios: A summary of each investment manager's investment diversification, performance, and maturity schedule is provided in Attachment F. These summaries provide a tool for analyzing the different returns for each manager.

A complete listing of all securities is provided in Attachment G. Each portfolio contains a description of the security, maturity date, book value, market value, and yield provided by Clearwater Analytics.

Cash Availability for the Next Six Months: OCTA has reviewed the cash requirements for the next six months. It has been determined that the liquid and the short-term portfolios can fund all projected expenditures during the next six months.

Summary

As required under the California Government Code, the Orange County Transportation Authority is submitting its quarterly debt and investment report to the Board of Directors. The report summarizes the Orange County Transportation Authority's debt and investment activities for the period January 2017 through March 2017.

Attachments

- A. Orange County Transportation Authority Outstanding Debt March 31, 2017.
- B. Orange County Transportation Authority Investment Policy Compliance March 31, 2017.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending March 31, 2017.
- D. Orange County Transportation Authority Short-term Portfolio Performance March 31, 2017.
- E. Orange County Transportation Authority Comparative Yield Performance March 31, 2017.
- F. Investment Manager Diversification and Maturity Schedules March 31, 2017.
- G. Orange County Transportation Authority Portfolio Listing as of March 31, 2017.

Prepared by:

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Treasury Public Finance
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Approved by:

Andrew Oftelie
Executive Director,
Finance and Administration
714-560-5649

**Orange County Transportation Authority
Outstanding Debt
March 31, 2017**

Orange County Local Transportation Authority (OCLTA) - M2 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2010 Series B Sales Tax Revenue Tax-Exempt Bonds	\$ 59,030,000	\$ 24,470,000	2020
2010 Series A Sales Tax Revenue Taxable Bonds	\$ 293,540,000	\$ 293,540,000	2041
Sub-total	\$ 352,570,000	\$ 318,010,000	

91 Express Lanes

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2013 OCTA 91 Express Lanes Refunding Bonds	\$ 124,415,000	\$ 109,130,000	2030

TOTAL OUTSTANDING BALANCE	\$ 427,140,000
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ORANGE COUNTY TRANSPORTATION AUTHORITY
Investment Policy Compliance
March 31, 2017

<u>Investment Instruments</u>	<u>Dollar Amount Invested</u>	<u>Percent Of Portfolio</u>	<u>Investment Policy Maximum Percentages</u>
U.S. Treasuries	\$680,583,587	47.1%	100%
Federal Agencies & U.S. Government Sponsored	160,109,402	11.1%	100%
State of California & Local Agencies	9,566,645	0.7%	25%
Money Market Funds & Mutual Funds	93,280,337	6.4%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	15,903,952	1.1%	30%
Commercial Paper	23,860,061	1.6%	25%
Medium Term Maturity Corporate Securities	282,610,695	19.5%	30%
Mortgage and Asset-backed Securities	116,140,798	8.0%	10%
Repurchase Agreements	32,809,427	2.3%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	10,234,175	0.7%	\$ 40 Million
Orange County Investment Pool (OCIP)	36,444	0.0%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	20,769,038	1.4%	30%
Debt Service Reserve Funds - Investment Agreements	0	0.0%	Not Applicable
Bank Deposits	380,550	0.0%	5%
Derivatives (hedging transactions only)	0	0.0%	5%
TOTAL	<u>\$1,446,285,110</u>	<u>100.0%</u>	

Orange County Transportation Authority
Short-term Portfolio Performance Review*
Quarter Ending March 31, 2017

Month Ending	Bank of America Merrill Lynch Treasury 1-3 Year Index Benchmark		Bank of America Merrill Lynch Gov/Corp 1-3 Year Index Benchmark		JP Morgan		Payden & Rygel		Western Asset Mgmt		State Street Global Advisors	
	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration
1/31/2017	0.13%	1.87 years	0.15%	1.88 years	0.14%	1.81 years	0.14%	1.60 years	0.17%	1.98 years	0.12%	1.88 years
2/28/2017	0.10%	1.91 years	0.14%	1.90 years	0.15%	1.83 years	0.15%	1.62 years	0.14%	1.90 years	0.18%	1.84 years
3/31/2017	0.03%	1.89 years	0.04%	1.90 years	0.05%	1.84 years	0.06%	1.60 years	0.06%	1.90 years	0.04%	1.65 years
Jan 17 - Mar 17 Total Return	0.26%		0.34%		0.34%		0.34%		0.37%		0.34%	

HISTORICAL QUARTERLY RETURNS

Apr 16 - Jun 16 Total Return	0.53%	0.59%	0.53%	0.48%	0.71%	0.56%
Jul 16 - Sep 16 Total Return	-0.11%	-0.04%	-0.02%	0.02%	-0.01%	-0.05%
Oct 16 - Dec 16 Total Return	-0.43%	-0.41%	-0.47%	-0.19%	-0.54%	-0.37%
Jan 17 - Mar 17 Total Return	0.26%	0.34%	0.34%	0.34%	0.37%	0.34%
12-Month Total Return	0.25%	0.47%	0.39%	0.65%	0.54%	0.48%

* - Month End Rates of Return are Gross of Fees

12-Mo Total Return (Net of Fees)	N/A	N/A	0.26%	0.52%	0.40%	0.38%
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Orange County Transportation Authority

Short-Term Portfolio Performance

March 31, 2017

**Trailing 1-Year Total Return
Vs. The Bank of America Merrill Lynch (BAML) 1-3 Benchmarks**



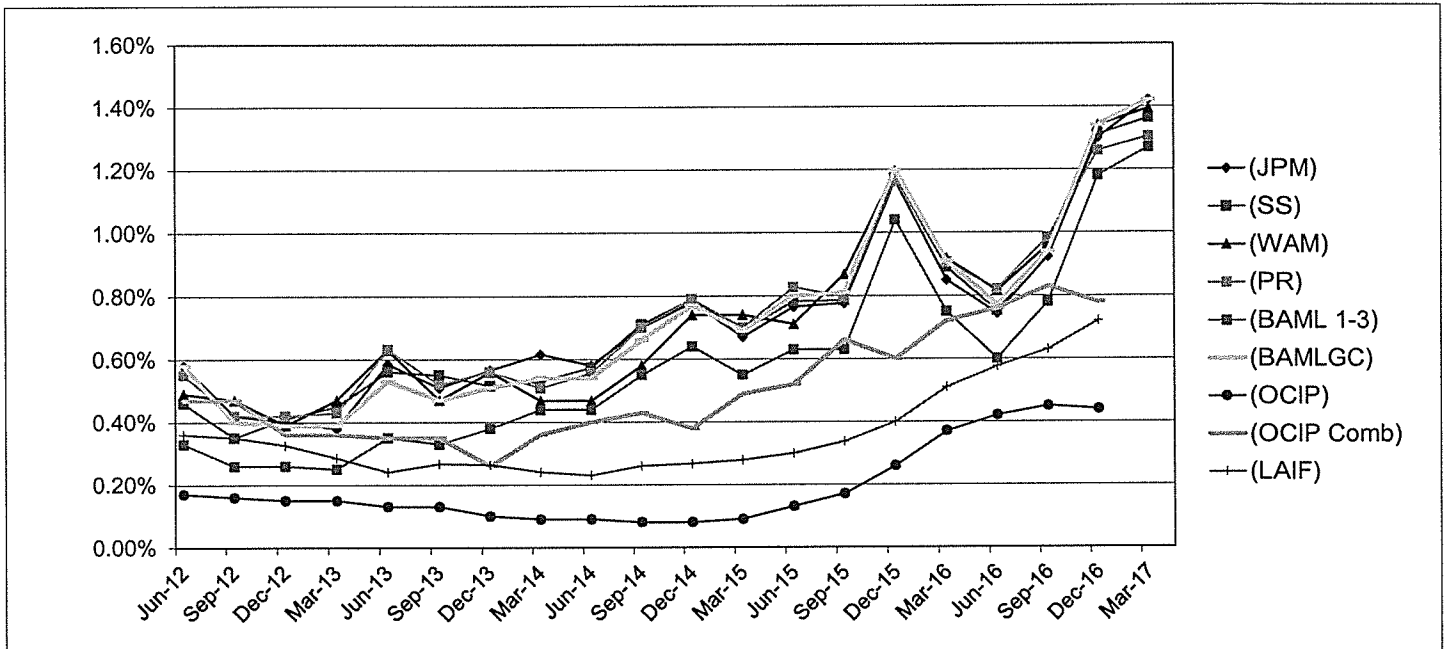
	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	BAML 1-3 Yr Trsy (BAML 1-3)	BAML 1-3 Yr Gov/Corp (BAMLGC)
Apr-15	1.07%	1.00%	0.85%	1.04%	0.92%	1.00%
May-15	0.91%	0.87%	0.74%	0.91%	0.81%	0.87%
Jun-15	0.93%	0.89%	0.70%	0.90%	0.88%	0.91%
Jul-15	1.13%	1.03%	0.84%	1.04%	1.01%	1.05%
Aug-15	0.89%	0.83%	0.66%	0.83%	0.80%	0.83%
Sep-15	1.31%	1.20%	0.98%	1.19%	1.16%	1.21%
Oct-15	0.97%	0.96%	0.84%	0.91%	0.78%	0.89%
Nov-15	0.61%	0.59%	0.54%	0.61%	0.39%	0.52%
Dec-15	0.72%	0.71%	0.67%	0.75%	0.54%	0.66%
Jan-16	0.74%	0.81%	0.74%	0.71%	0.65%	0.72%
Feb-16	1.08%	1.01%	0.98%	0.89%	0.98%	0.99%
Mar-16	1.11%	1.12%	1.03%	0.92%	0.92%	1.04%
Apr-16	1.15%	1.14%	1.11%	0.96%	0.91%	1.06%
May-16	0.96%	0.99%	0.97%	0.85%	0.73%	0.90%
Jun-16	1.57%	1.56%	1.69%	1.30%	1.31%	1.49%
Jul-16	1.49%	1.47%	1.62%	1.23%	1.20%	1.42%
Aug-16	1.40%	1.37%	1.52%	1.16%	1.07%	1.32%
Sep-16	1.17%	1.18%	1.36%	0.99%	0.88%	1.12%
Oct-16	1.18%	1.17%	1.28%	1.04%	0.92%	1.12%
Nov-16	0.87%	0.94%	0.86%	0.92%	0.76%	0.91%
Dec-16	1.04%	1.11%	1.02%	1.05%	0.89%	1.07%
Jan-17	0.59%	0.67%	0.70%	0.77%	0.40%	0.65%
Feb-17	0.60%	0.74%	0.74%	0.85%	0.39%	0.69%
Mar-17	0.39%	0.48%	0.54%	0.65%	0.25%	0.47%

Orange County Transportation Authority

Comparative Yield Performance

March 31, 2017

Historical Yields Vs. The Bank of America Merrill Lynch (BAML) 1-3 Benchmarks

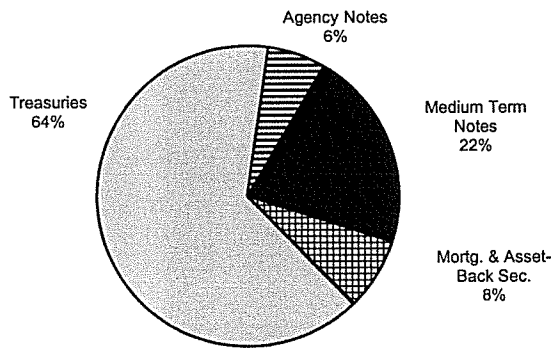


	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	BAML 1-3 Yr Trsy (BAML 1-3)	BAML 1-3 Yr Gov/Corp (BAMLGC)	(OCIP)	(OCIP Comb)	(LAIF)
Jun-12	0.58%	0.46%	0.49%	0.55%	0.33%	0.58%	0.17%	0.47%	0.36%
Sep-12	0.42%	0.35%	0.47%	0.42%	0.26%	0.40%	0.16%	0.47%	0.35%
Dec-12	0.40%	0.41%	0.39%	0.42%	0.26%	0.39%	0.15%	0.36%	0.33%
Mar-13	0.38%	0.45%	0.47%	0.43%	0.25%	0.39%	0.15%	0.36%	0.29%
Jun-13	0.59%	0.56%	0.63%	0.63%	0.35%	0.53%	0.13%	0.35%	0.24%
Sep-13	0.51%	0.55%	0.47%	0.52%	0.33%	0.47%	0.13%	0.35%	0.27%
Dec-13	0.57%	0.52%	0.56%	0.56%	0.38%	0.51%	0.10%	0.26%	0.26%
Mar-14	0.62%	0.53%	0.47%	0.51%	0.44%	0.54%	0.09%	0.36%	0.24%
Jun-14	0.58%	0.57%	0.47%	0.56%	0.44%	0.54%	0.09%	0.40%	0.23%
Sep-14	0.70%	0.71%	0.58%	0.70%	0.55%	0.66%	0.08%	0.43%	0.26%
Dec-14	0.78%	0.79%	0.74%	0.79%	0.64%	0.77%	0.08%	0.38%	0.27%
Mar-15	0.67%	0.69%	0.74%	0.70%	0.55%	0.69%	0.09%	0.49%	0.28%
Jun-15	0.77%	0.78%	0.71%	0.83%	0.63%	0.80%	0.13%	0.52%	0.30%
Sep-15	0.78%	0.79%	0.87%	0.80%	0.63%	0.81%	0.17%	0.66%	0.34%
Dec-15	1.16%	1.17%	1.19%	1.16%	1.04%	1.20%	0.26%	0.60%	0.40%
Mar-16	0.85%	0.89%	0.92%	0.91%	0.75%	0.91%	0.37%	0.72%	0.0051
Jun-16	0.74%	0.75%	0.82%	0.82%	0.60%	0.77%	0.42%	0.76%	0.58%
Sep-16	0.92%	0.95%	0.96%	0.98%	0.78%	0.94%	0.45%	0.83%	0.63%
Dec-16	1.30%	1.31%	1.34%	1.26%	1.18%	1.34%	0.44%	0.78%	0.72%
Mar-17	1.42%	1.36%	1.39%	1.30%	1.27%	1.42%	N/A	N/A	N/A

Investment Manager Diversification and Maturity Schedules

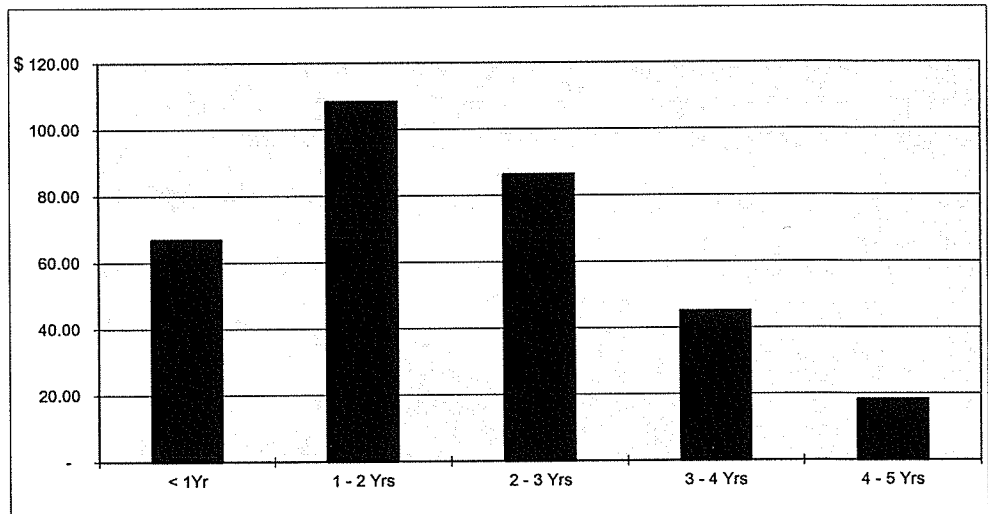
JP Morgan
March 31, 2017

SHORT-TERM PORTFOLIO (\$324.9 M)



	Book Value	Market Value
Treasuries	\$209,394,959	\$208,532,617
Agency Notes	20,213,179	19,916,224
Medium Term Notes	69,752,653	68,353,157
Mortg. & Asset-Back Sec.	25,052,402	24,980,289
Money Market Funds	<u>447,178</u>	<u>447,178</u>
	<u>\$324,860,371</u>	<u>\$322,229,465</u>

Wtd Avg Life	1.89 Yrs
Duration	1.84 Yrs
Quarter-end Yield	1.42%
TSY Benchmark	1.27%
Gov/Corp Benchmark	1.42%
Quarter Return	0.34%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.34%
12 Month Return	0.39%
TSY Benchmark	0.25%
Gov/Corp Benchmark	0.47%

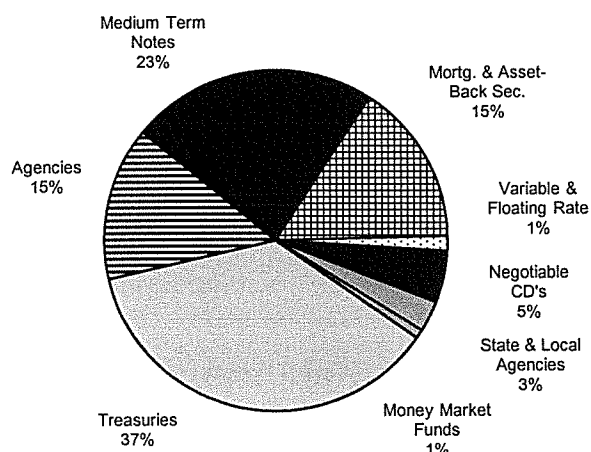


Investment Manager Diversification and Maturity Schedules

Payden & Rygel

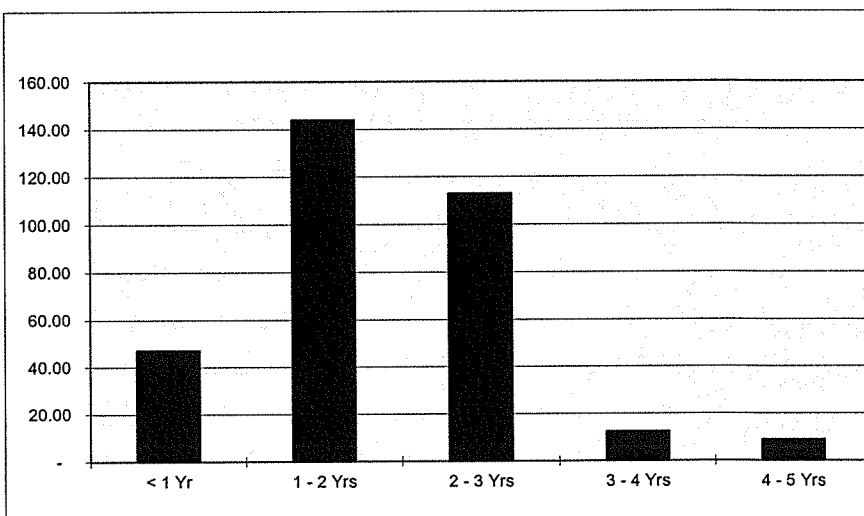
March 31, 2017

SHORT-TERM PORTFOLIO (\$325.1 M)



	Book Value	Market Value
Treasuries	\$119,194,704	\$118,975,341
Agencies	47,293,419	47,097,126
Medium Term Notes	75,783,610	75,502,220
Mortg. & Asset-Back Sec.	49,959,922	49,657,566
Variable & Floating Rate	4,557,479	4,598,945
Negotiable CD's	15,903,952	15,903,949
State & Local Agencies	9,566,645	9,511,588
Money Market Funds	<u>2,817,975</u>	<u>2,817,975</u>
	<u>\$325,077,707</u>	<u>\$324,064,712</u>

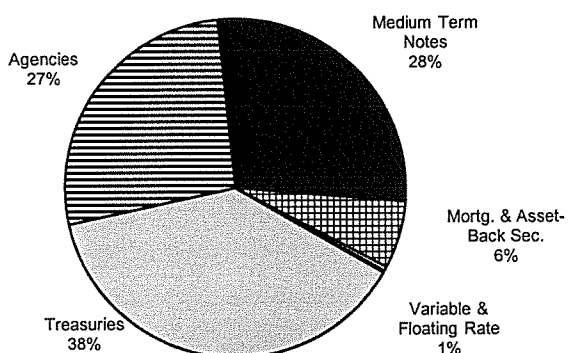
Wtd Avg Life	1.69 Yrs
Duration	1.60 Yrs
Quarter-end Yield	1.30%
TSY Benchmark	1.27%
Gov/Corp Benchmark	1.42%
Quarter Return	0.34%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.34%
12 Month Return	0.65%
TSY Benchmark	0.25%
Gov/Corp Benchmark	0.47%



Investment Manager Diversification and Maturity Schedules

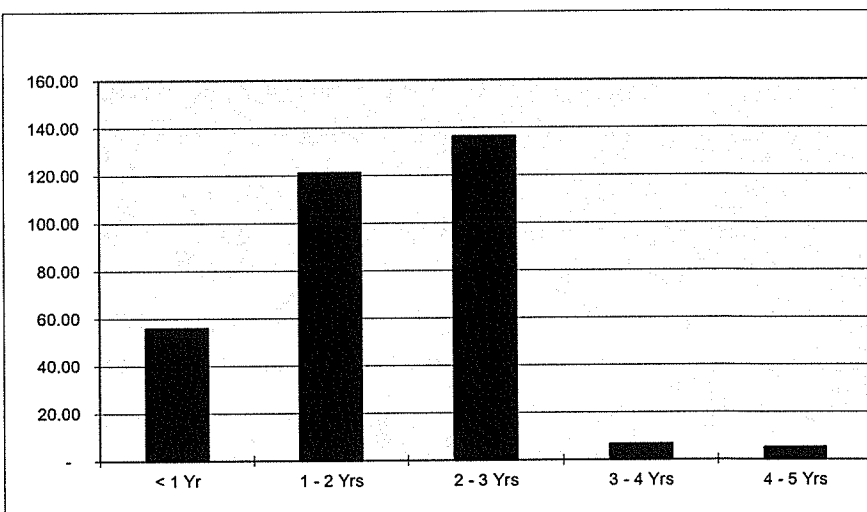
State Street
March 31, 2017

SHORT-TERM PORTFOLIO (\$324.7 M)



	Book Value	Market Value
Treasuries	\$124,216,484	\$123,665,429
Agencies	86,856,750	86,500,965
Medium Term Notes	90,819,831	90,758,040
Mortg. & Asset-Back Sec.	20,786,741	20,765,543
Variable & Floating Rate	1,500,000	1,509,015
Money Market Funds	<u>542,870</u>	<u>542,870</u>
	<u>\$324,722,677</u>	<u>\$323,741,862</u>

Wtd Avg Life	1.68 Yrs
Duration	1.65 Yrs
Quarter-end Yield	1.36%
TSY Benchmark	1.27%
Gov/Corp Benchmark	1.42%
Quarter Return	0.34%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.34%
12 Month Return	0.48%
TSY Benchmark	0.25%
Gov/Corp Benchmark	0.47%

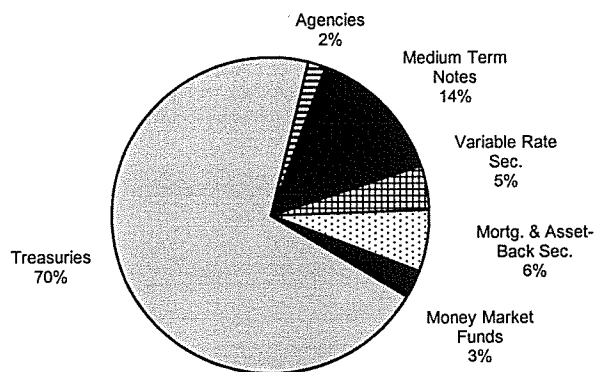


Investment Manager Diversification and Maturity Schedules

Western Asset Management

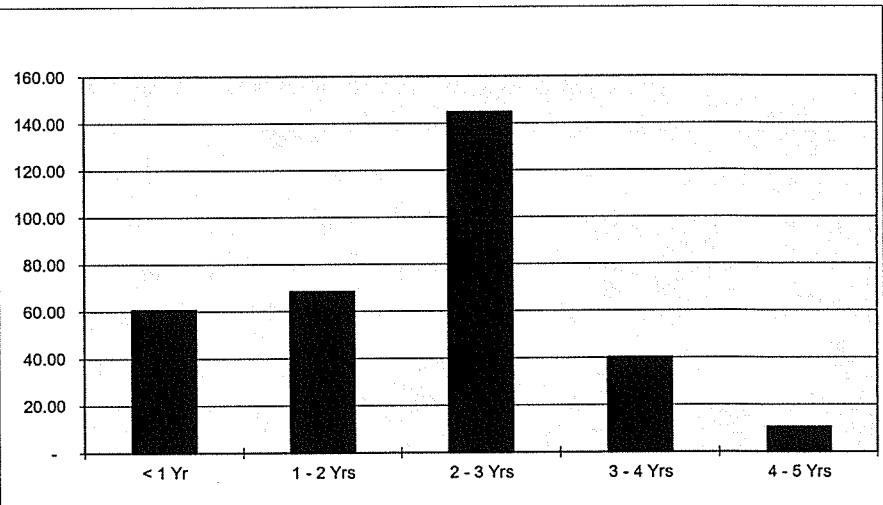
March 31, 2017

SHORT-TERM PORTFOLIO (\$324.2 M)



	Book Value	Market Value
Treasuries	\$227,777,439	\$227,354,011
Agencies	\$5,746,054	5,975,045
Medium Term Notes	46,254,601	46,272,946
Variable Rate Sec.	14,711,559	14,781,807
Mortg. & Asset-Back Sec.	20,341,733	20,131,693
Money Market Funds	<u>9,326,959</u>	<u>9,326,959</u>
	<u>\$324,158,345</u>	<u>\$323,842,460</u>

Wtd Avg Life	2.04 Yrs
Duration	1.90 Yrs
Quarter-end Yield	1.39%
TSY Benchmark	1.27%
Gov/Corp Benchmark	1.42%
Quarter Return	0.37%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.34%
12 Month Return	0.54%
TSY Benchmark	0.25%
Gov/Corp Benchmark	0.47%



**Orange County Transportation Authority
Portfolio Listing
As of March 31, 2017**

LIQUID PORTFOLIO

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
<u>CASH EQUIVALENTS</u>				
REPURCHASE AGREEMENT	4/3/2017	32,809,426.93	32,809,426.93	0.20%
FEDERATED TREASURY OBLIGATIONS FUND	N/A	11,718,030.30	11,718,030.30	0.46%
FIDELITY TREASURY OBLIGATIONS FUND	N/A	68,427,199.87	68,427,199.87	0.44%
FIRST AMERICAN TREAS OBLIGATIONS	N/A	68.91	68.91	0.17%
<i>SUB-TOTAL</i>		<u>112,954,726.01</u>	<u>112,954,726.01</u>	
<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>	N/A	10,234,174.50	10,234,174.50	N/A
<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>	N/A	36,444.14	36,444.14	N/A
LIQUID PORTFOLIO - TOTAL		<u>\$ 123,225,344.65</u>	<u>\$ 123,225,344.65</u>	

SHORT-TERM PORTFOLIO

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
<u>CASH EQUIVALENTS</u>				
BLACKROCK INSTITUTIONAL FUNDS	N/A	13,134,982.59	13,134,982.59	0.60%
CITIBANK , N.A. NEGOTIATED CD	7/7/2017	3,252,697.26	3,251,820.00	1.09%
COOPERATIEVE RABOBANK U.A. NEGOTIATED CD	4/24/2017	3,195,714.70	3,195,287.55	0.92%
MITSUBISHI UFJ TRUST & BANKING CORP NEG CD	6/22/2017	3,255,466.97	3,255,748.65	1.14%
MIZUHO BANK, LTD. NEGOTIATED CD	5/24/2017	3,250,000.00	3,250,975.00	0.89%
SVENSKA HANDELSBANKEN AB NEGOTIATED CD	9/1/2017	2,950,073.55	2,950,118.00	1.19%
<i>SUB-TOTAL</i>		<u>29,038,935.07</u>	<u>29,038,931.79</u>	
<u>U.S. GOVERNMENT & AGENCY OBLIGATIONS</u>				
FEDERAL HOME LOAN BANKS	5/30/2017	1,946,958.00	1,949,434.50	0.80%
FEDERAL HOME LOAN BANKS	3/19/2018	899,683.20	897,939.00	1.11%
FEDERAL HOME LOAN BANKS	6/8/2018	644,889.60	640,576.00	1.17%
FEDERAL HOME LOAN BANKS	6/29/2018	2,992,770.00	2,988,420.00	1.19%
FEDERAL HOME LOAN BANKS	8/7/2018	3,492,720.00	3,473,435.00	1.19%
FEDERAL HOME LOAN BANKS	9/14/2018	406,290.84	404,428.00	1.23%
FEDERAL HOME LOAN BANKS	10/1/2018	3,077,905.60	3,061,612.40	1.28%
FEDERAL HOME LOAN BANKS	12/14/2018	565,028.80	564,687.20	1.25%
FEDERAL HOME LOAN BANKS	1/16/2019	6,469,741.20	6,463,788.80	1.30%
FEDERAL HOME LOAN BANKS	1/16/2019	4,999,800.00	4,995,200.00	1.30%
FEDERAL HOME LOAN BANKS	3/18/2019	3,322,274.40	3,330,965.70	1.36%
FEDERAL HOME LOAN BANKS	3/18/2019	4,988,400.00	5,001,450.00	1.36%
FEDERAL HOME LOAN BANKS	8/5/2019	808,444.80	799,542.90	1.44%
FEDERAL HOME LOAN BANKS	9/26/2019	3,097,303.00	3,066,148.00	1.45%
FEDERAL HOME LOAN BANKS	9/26/2019	4,231,315.55	4,188,753.80	1.45%
FEDERAL HOME LOAN BANKS	9/26/2019	764,334.45	756,646.20	1.45%
FEDERAL HOME LOAN BANKS	11/29/2021	1,792,836.00	1,793,376.00	1.96%
FEDERAL HOME LOAN MORTGAGE CORP	4/9/2018	2,995,290.00	2,988,150.00	1.14%
FEDERAL HOME LOAN MORTGAGE CORP	9/14/2018	3,060,000.00	3,054,920.40	1.27%
FEDERAL HOME LOAN MORTGAGE CORP	10/12/2018	599,815.01	596,748.00	1.23%
FEDERAL HOME LOAN MORTGAGE CORP	10/12/2018	4,999,700.00	4,972,900.00	1.23%
FEDERAL HOME LOAN MORTGAGE CORP	10/12/2018	3,088,671.30	3,073,252.20	1.23%
FEDERAL HOME LOAN MORTGAGE CORP	4/15/2019	4,998,350.00	4,975,800.00	1.37%
FEDERAL HOME LOAN MORTGAGE CORP	7/19/2019	1,992,540.00	1,975,700.00	1.41%
FEDERAL HOME LOAN MORTGAGE CORP	7/19/2019	2,112,874.44	2,092,266.30	1.41%
FEDERAL HOME LOAN MORTGAGE CORP	7/19/2019	9,975,800.00	9,878,500.00	1.41%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/12/2017	554,755.00	504,305.00	0.98%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/12/2017	913,792.00	806,888.00	0.98%

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FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/20/2018	724,754.95	724,543.25	1.17%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/20/2018	6,987,190.00	6,995,590.00	1.17%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/27/2018	3,065,395.00	3,050,321.30	1.24%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/19/2018	3,015,107.60	3,015,107.60	1.23%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/19/2018	9,983,800.00	9,983,800.00	1.23%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	12/14/2018	7,988,080.00	7,980,720.00	1.27%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	2/26/2019	2,883,179.60	2,871,099.40	1.35%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/13/2019	2,980,000.00	2,958,991.00	1.58%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/2/2019	3,204,607.20	3,168,334.20	1.44%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/28/2019	3,065,210.80	3,037,396.60	1.45%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/28/2019	9,984,400.00	9,893,800.00	1.45%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/9/2019	5,746,054.00	5,975,044.80	1.85%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/24/2019	1,992,480.00	1,975,640.00	1.49%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/24/2019	7,479,900.00	7,408,650.00	1.49%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	2/28/2020	1,948,752.00	1,945,300.50	1.58%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/17/2021	995,950.00	971,300.00	1.94%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	998,210.00	999,630.00	2.01%
FREDDIE MAC	6/13/2018	789,939.70	756,117.00	1.26%
FREDDIE MAC	1/17/2020	349,640.55	349,443.50	1.56%
FREDDIE MAC	1/17/2020	139,867.82	139,777.40	1.56%
FREDDIE MAC	1/17/2020	4,994,600.00	4,992,050.00	1.56%
U.S. DEPARTMENT OF HOUSING & URBAN DVLPMNT	8/1/2018	1,000,000.00	1,000,870.00	1.26%
UNITED STATES TREASURY	6/8/2017	14,973,718.75	14,980,500.00	0.69%
UNITED STATES TREASURY	9/7/2017	16,926,031.11	16,937,270.00	0.84%
UNITED STATES TREASURY	9/30/2017	5,783,234.38	5,726,505.00	0.94%
UNITED STATES TREASURY	9/30/2017	1,086,507.81	1,098,449.00	0.91%
UNITED STATES TREASURY	9/30/2017	692,261.72	699,013.00	0.91%
UNITED STATES TREASURY	9/30/2017	600,117.18	599,154.00	0.91%
UNITED STATES TREASURY	9/30/2017	500,488.28	499,295.00	0.91%
UNITED STATES TREASURY	9/30/2017	299,929.68	299,577.00	0.91%
UNITED STATES TREASURY	9/30/2017	395,218.75	399,436.00	0.91%
UNITED STATES TREASURY	9/30/2017	280,164.07	279,605.20	0.91%
UNITED STATES TREASURY	10/31/2017	423,703.12	402,064.00	0.98%
UNITED STATES TREASURY	10/31/2017	636,726.56	603,096.00	0.98%
UNITED STATES TREASURY	10/31/2017	403,067.19	381,960.80	0.98%
UNITED STATES TREASURY	10/31/2017	307,312.50	301,548.00	0.98%
UNITED STATES TREASURY	10/31/2017	593,687.50	562,889.60	0.98%
UNITED STATES TREASURY	10/31/2017	1,744,147.94	1,738,926.80	0.98%
UNITED STATES TREASURY	10/31/2017	600,820.32	599,298.00	0.95%
UNITED STATES TREASURY	10/31/2017	791,395.31	809,052.30	0.95%
UNITED STATES TREASURY	10/31/2017	513,247.26	509,403.30	0.95%
UNITED STATES TREASURY	10/31/2017	396,515.62	399,532.00	0.95%
UNITED STATES TREASURY	10/31/2017	197,867.19	199,766.00	0.95%
UNITED STATES TREASURY	10/31/2017	795,031.25	799,064.00	0.95%
UNITED STATES TREASURY	10/31/2017	792,031.25	799,064.00	0.95%
UNITED STATES TREASURY	10/31/2017	1,192,546.88	1,198,596.00	0.95%
UNITED STATES TREASURY	11/30/2017	600,117.19	598,596.00	0.98%
UNITED STATES TREASURY	11/30/2017	300,339.84	299,298.00	0.98%
UNITED STATES TREASURY	11/30/2017	590,367.19	598,596.00	0.98%
UNITED STATES TREASURY	11/30/2017	196,859.37	199,532.00	0.98%
UNITED STATES TREASURY	11/30/2017	300,117.19	299,298.00	0.98%
UNITED STATES TREASURY	11/30/2017	198,812.50	199,532.00	0.98%
UNITED STATES TREASURY	11/30/2017	1,087,925.78	1,097,426.00	0.98%
UNITED STATES TREASURY	11/30/2017	1,082,425.78	1,097,426.00	0.98%
UNITED STATES TREASURY	11/30/2017	787,250.00	798,128.00	0.98%
UNITED STATES TREASURY	12/31/2017	2,866,973.05	2,864,173.90	1.02%
UNITED STATES TREASURY	12/31/2017	598,570.32	598,782.00	1.02%
UNITED STATES TREASURY	12/31/2017	800,375.00	798,376.00	1.02%
UNITED STATES TREASURY	12/31/2017	692,070.31	698,579.00	1.02%
UNITED STATES TREASURY	12/31/2017	994,609.37	997,970.00	1.02%
UNITED STATES TREASURY	12/31/2017	791,906.25	798,376.00	1.02%

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UNITED STATES TREASURY	12/31/2017	299,203.13	299,391.00	1.02%
UNITED STATES TREASURY	1/31/2018	4,812,468.75	4,808,335.60	1.04%
UNITED STATES TREASURY	1/31/2018	400,781.25	399,436.00	1.04%
UNITED STATES TREASURY	1/31/2018	651,294.92	649,083.50	1.04%
UNITED STATES TREASURY	1/31/2018	795,187.50	798,872.00	1.04%
UNITED STATES TREASURY	1/31/2018	550,000.00	549,224.50	1.04%
UNITED STATES TREASURY	1/31/2018	699,945.31	699,013.00	1.04%
UNITED STATES TREASURY	2/28/2018	1,037,695.31	1,014,770.00	1.12%
UNITED STATES TREASURY	2/28/2018	4,640,554.69	4,636,933.50	1.06%
UNITED STATES TREASURY	2/28/2018	349,166.02	349,016.50	1.06%
UNITED STATES TREASURY	2/28/2018	10,148,150.37	10,141,422.30	1.06%
UNITED STATES TREASURY	2/28/2018	7,486,781.62	7,468,953.10	1.06%
UNITED STATES TREASURY	3/15/2018	3,760,107.41	3,747,225.00	1.08%
UNITED STATES TREASURY	3/31/2018	2,192,121.09	2,136,498.00	1.12%
UNITED STATES TREASURY	3/31/2018	1,398,140.62	1,395,408.00	1.08%
UNITED STATES TREASURY	3/31/2018	498,203.12	498,360.00	1.08%
UNITED STATES TREASURY	3/31/2018	5,004,101.55	4,989,850.00	1.08%
UNITED STATES TREASURY	4/15/2018	6,840,748.85	6,845,336.70	1.10%
UNITED STATES TREASURY	4/30/2018	590,156.25	596,886.00	1.11%
UNITED STATES TREASURY	4/30/2018	794,274.61	805,796.10	1.11%
UNITED STATES TREASURY	4/30/2018	149,121.09	149,221.50	1.11%
UNITED STATES TREASURY	4/30/2018	649,212.89	646,626.50	1.11%
UNITED STATES TREASURY	4/30/2018	294,937.50	298,443.00	1.11%
UNITED STATES TREASURY	4/30/2018	1,063,433.59	1,094,291.00	1.11%
UNITED STATES TREASURY	4/30/2018	389,765.62	397,924.00	1.11%
UNITED STATES TREASURY	4/30/2018	1,082,425.78	1,094,291.00	1.11%
UNITED STATES TREASURY	4/30/2018	1,080,707.03	1,094,291.00	1.11%
UNITED STATES TREASURY	4/30/2018	1,994,765.62	1,989,620.00	1.11%
UNITED STATES TREASURY	4/30/2018	989,179.69	994,810.00	1.11%
UNITED STATES TREASURY	4/30/2018	5,000,781.25	4,980,650.00	1.11%
UNITED STATES TREASURY	5/31/2018	796,687.50	798,872.00	1.12%
UNITED STATES TREASURY	5/31/2018	4,019,843.75	3,994,360.00	1.12%
UNITED STATES TREASURY	5/31/2018	800,031.25	798,872.00	1.12%
UNITED STATES TREASURY	5/31/2018	297,996.10	299,577.00	1.12%
UNITED STATES TREASURY	5/31/2018	545,810.54	549,224.50	1.12%
UNITED STATES TREASURY	5/31/2018	1,592,250.00	1,597,744.00	1.12%
UNITED STATES TREASURY	5/31/2018	10,870,319.63	10,848,121.60	1.13%
UNITED STATES TREASURY	5/31/2018	17,225,742.19	17,199,457.50	1.13%
UNITED STATES TREASURY	6/15/2018	399,765.63	399,952.00	1.13%
UNITED STATES TREASURY	6/30/2018	518,847.66	507,560.00	1.15%
UNITED STATES TREASURY	7/15/2018	996,960.00	996,560.00	1.14%
UNITED STATES TREASURY	7/15/2018	9,946,875.00	9,965,600.00	1.14%
UNITED STATES TREASURY	7/31/2018	711,074.22	702,023.00	1.16%
UNITED STATES TREASURY	7/31/2018	1,411,812.50	1,404,046.00	1.16%
UNITED STATES TREASURY	7/31/2018	911,214.85	902,601.00	1.16%
UNITED STATES TREASURY	8/31/2018	1,012,187.50	1,004,490.00	1.18%
UNITED STATES TREASURY	8/31/2018	6,071,484.38	6,026,940.00	1.18%
UNITED STATES TREASURY	9/15/2018	5,526,640.63	5,486,030.00	1.18%
UNITED STATES TREASURY	9/15/2018	3,957,438.68	3,959,916.20	1.18%
UNITED STATES TREASURY	9/15/2018	4,999,414.05	4,987,300.00	1.18%
UNITED STATES TREASURY	9/15/2018	15,810,437.50	15,819,715.60	1.18%
UNITED STATES TREASURY	9/15/2018	5,192,281.28	5,186,792.00	1.18%
UNITED STATES TREASURY	9/30/2018	678,910.94	681,992.40	1.18%
UNITED STATES TREASURY	9/30/2018	1,012,148.44	1,002,930.00	1.18%
UNITED STATES TREASURY	9/30/2018	7,477,441.41	7,452,225.00	1.18%
UNITED STATES TREASURY	9/30/2018	7,492,089.84	7,452,225.00	1.18%
UNITED STATES TREASURY	10/15/2018	995,585.94	995,350.00	1.18%
UNITED STATES TREASURY	10/31/2018	1,097,335.93	1,100,858.00	1.20%
UNITED STATES TREASURY	10/31/2018	1,006,679.69	1,000,780.00	1.20%
UNITED STATES TREASURY	10/31/2018	601,804.69	600,468.00	1.20%
UNITED STATES TREASURY	10/31/2018	1,006,015.62	1,000,780.00	1.20%

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UNITED STATES TREASURY	10/31/2018	1,296,394.54	1,301,014.00	1.20%
UNITED STATES TREASURY	10/31/2018	1,486,699.22	1,501,170.00	1.20%
UNITED STATES TREASURY	10/31/2018	806,125.00	800,624.00	1.20%
UNITED STATES TREASURY	10/31/2018	907,945.31	900,702.00	1.20%
UNITED STATES TREASURY	10/31/2018	852,058.59	850,663.00	1.20%
UNITED STATES TREASURY	10/31/2018	676,520.32	680,530.40	1.20%
UNITED STATES TREASURY	10/31/2018	400,250.00	400,312.00	1.20%
UNITED STATES TREASURY	10/31/2018	100,730.46	100,078.00	1.20%
UNITED STATES TREASURY	10/31/2018	11,983,593.75	11,915,640.00	1.20%
UNITED STATES TREASURY	11/30/2018	695,132.82	700,462.00	1.21%
UNITED STATES TREASURY	11/30/2018	1,303,808.59	1,300,858.00	1.21%
UNITED STATES TREASURY	11/30/2018	493,847.65	500,330.00	1.21%
UNITED STATES TREASURY	11/30/2018	401,437.50	400,264.00	1.21%
UNITED STATES TREASURY	11/30/2018	8,285,608.12	8,291,379.20	1.21%
UNITED STATES TREASURY	12/31/2018	1,115,425.78	1,105,159.00	1.23%
UNITED STATES TREASURY	12/31/2018	692,207.03	703,283.00	1.23%
UNITED STATES TREASURY	12/31/2018	1,210,312.50	1,203,096.00	1.23%
UNITED STATES TREASURY	12/31/2018	1,407,492.19	1,403,612.00	1.23%
UNITED STATES TREASURY	12/31/2018	1,403,937.50	1,403,612.00	1.23%
UNITED STATES TREASURY	12/31/2018	303,867.19	300,774.00	1.23%
UNITED STATES TREASURY	12/31/2018	1,009,453.12	1,002,580.00	1.23%
UNITED STATES TREASURY	12/31/2018	2,830,187.50	2,807,224.00	1.23%
UNITED STATES TREASURY	12/31/2018	18,012,656.25	18,009,180.00	1.22%
UNITED STATES TREASURY	1/31/2019	1,120,796.87	1,105,115.00	1.24%
UNITED STATES TREASURY	1/31/2019	502,988.28	502,325.00	1.24%
UNITED STATES TREASURY	1/31/2019	865,937.50	853,952.50	1.24%
UNITED STATES TREASURY	1/31/2019	408,109.38	401,860.00	1.24%
UNITED STATES TREASURY	1/31/2019	500,683.60	502,325.00	1.24%
UNITED STATES TREASURY	1/31/2019	1,006,328.12	1,004,650.00	1.24%
UNITED STATES TREASURY	1/31/2019	855,578.12	853,952.50	1.24%
UNITED STATES TREASURY	1/31/2019	1,698,937.50	1,700,527.00	1.23%
UNITED STATES TREASURY	1/31/2019	402,906.25	400,124.00	1.23%
UNITED STATES TREASURY	1/31/2019	1,973,750.00	2,000,620.00	1.23%
UNITED STATES TREASURY	1/31/2019	247,226.56	250,077.50	1.23%
UNITED STATES TREASURY	1/31/2019	198,984.37	200,062.00	1.23%
UNITED STATES TREASURY	1/31/2019	997,245.70	998,010.00	1.23%
UNITED STATES TREASURY	1/31/2019	7,103,868.75	7,105,831.20	1.23%
UNITED STATES TREASURY	1/31/2019	2,994,843.75	2,994,030.00	1.23%
UNITED STATES TREASURY	1/31/2019	4,189,992.19	4,191,642.00	1.23%
UNITED STATES TREASURY	2/28/2019	1,707,570.32	1,707,973.00	1.25%
UNITED STATES TREASURY	2/28/2019	858,234.38	853,986.50	1.25%
UNITED STATES TREASURY	2/28/2019	1,000,117.18	1,002,380.00	1.25%
UNITED STATES TREASURY	2/28/2019	1,001,992.19	1,002,380.00	1.25%
UNITED STATES TREASURY	2/28/2019	859,960.93	852,023.00	1.25%
UNITED STATES TREASURY	2/28/2019	1,191,328.13	1,202,856.00	1.25%
UNITED STATES TREASURY	2/28/2019	1,102,707.03	1,102,618.00	1.25%
UNITED STATES TREASURY	2/28/2019	708,367.18	701,666.00	1.25%
UNITED STATES TREASURY	2/28/2019	1,417,828.13	1,403,332.00	1.25%
UNITED STATES TREASURY	2/28/2019	1,400,218.75	1,403,332.00	1.25%
UNITED STATES TREASURY	2/28/2019	716,822.65	711,689.80	1.25%
UNITED STATES TREASURY	3/15/2019	1,241,017.19	1,233,651.20	1.27%
UNITED STATES TREASURY	3/15/2019	531,469.92	527,286.40	1.27%
UNITED STATES TREASURY	3/15/2019	7,059,638.67	7,013,904.00	1.27%
UNITED STATES TREASURY	3/15/2019	7,514,062.50	7,461,600.00	1.27%
UNITED STATES TREASURY	3/15/2019	3,923,135.18	3,889,980.80	1.27%
UNITED STATES TREASURY	3/31/2019	1,427,835.94	1,409,842.00	1.27%
UNITED STATES TREASURY	3/31/2019	1,119,464.84	1,107,733.00	1.27%
UNITED STATES TREASURY	4/15/2019	7,965,937.50	7,935,040.00	1.28%
UNITED STATES TREASURY	4/15/2019	5,483,457.03	5,455,340.00	1.28%
UNITED STATES TREASURY	4/30/2019	1,411,101.56	1,409,674.00	1.29%
UNITED STATES TREASURY	4/30/2019	858,433.59	855,873.50	1.29%

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UNITED STATES TREASURY	5/15/2019	1,106,574.22	1,090,331.00	1.30%
UNITED STATES TREASURY	5/15/2019	1,000,234.38	991,210.00	1.30%
UNITED STATES TREASURY	5/15/2019	6,231,000.00	6,145,502.00	1.30%
UNITED STATES TREASURY	5/15/2019	989,570.31	991,210.00	1.30%
UNITED STATES TREASURY	5/15/2019	994,179.69	991,210.00	1.30%
UNITED STATES TREASURY	5/15/2019	5,481,308.59	5,451,655.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,725,300.79	1,707,378.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,305,941.40	1,305,642.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,422,695.31	1,406,076.00	1.30%
UNITED STATES TREASURY	5/31/2019	853,486.33	853,689.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,113,062.50	1,104,774.00	1.30%
UNITED STATES TREASURY	5/31/2019	2,814,437.50	2,812,152.00	1.30%
UNITED STATES TREASURY	5/31/2019	702,980.47	703,038.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,116,500.00	1,104,774.00	1.30%
UNITED STATES TREASURY	5/31/2019	1,410,992.19	1,406,076.00	1.30%
UNITED STATES TREASURY	6/15/2019	137,577.97	135,672.47	1.32%
UNITED STATES TREASURY	6/15/2019	9,988,281.25	9,903,100.00	1.32%
UNITED STATES TREASURY	6/30/2019	789,437.50	794,376.00	1.32%
UNITED STATES TREASURY	6/30/2019	377,721.10	387,258.30	1.32%
UNITED STATES TREASURY	6/30/2019	1,123,460.94	1,107,172.00	1.33%
UNITED STATES TREASURY	7/15/2019	10,849,179.69	10,855,240.00	1.33%
UNITED STATES TREASURY	7/15/2019	19,562,890.04	19,386,471.80	1.33%
UNITED STATES TREASURY	7/31/2019	597,037.50	603,540.10	1.34%
UNITED STATES TREASURY	7/31/2019	980,351.56	989,410.00	1.34%
UNITED STATES TREASURY	7/31/2019	918,095.32	910,257.20	1.34%
UNITED STATES TREASURY	7/31/2019	5,108,789.06	5,031,250.00	1.35%
UNITED STATES TREASURY	7/31/2019	912,667.19	895,562.50	1.35%
UNITED STATES TREASURY	7/31/2019	13,547,279.75	13,544,125.00	1.35%
UNITED STATES TREASURY	7/31/2019	12,056,969.59	12,044,812.50	1.35%
UNITED STATES TREASURY	7/31/2019	13,647,863.64	13,674,937.50	1.35%
UNITED STATES TREASURY	8/31/2019	534,166.01	545,143.50	1.37%
UNITED STATES TREASURY	8/31/2019	1,093,941.41	1,090,287.00	1.37%
UNITED STATES TREASURY	8/31/2019	24,665,270.44	24,719,779.80	1.37%
UNITED STATES TREASURY	9/30/2019	500,957.03	495,195.00	1.39%
UNITED STATES TREASURY	9/30/2019	968,945.31	990,390.00	1.39%
UNITED STATES TREASURY	9/30/2019	1,223,373.05	1,213,227.75	1.39%
UNITED STATES TREASURY	9/30/2019	1,504,687.50	1,485,585.00	1.39%
UNITED STATES TREASURY	9/30/2019	1,082,984.37	1,089,429.00	1.39%
UNITED STATES TREASURY	10/15/2019	7,004,101.56	6,930,000.00	1.40%
UNITED STATES TREASURY	10/15/2019	23,093,979.02	22,958,100.00	1.40%
UNITED STATES TREASURY	10/31/2019	36,477,590.63	36,403,749.90	1.42%
UNITED STATES TREASURY	11/30/2019	501,386.72	500,840.00	1.44%
UNITED STATES TREASURY	11/30/2019	1,111,988.28	1,101,848.00	1.44%
UNITED STATES TREASURY	11/30/2019	1,605,937.50	1,602,688.00	1.44%
UNITED STATES TREASURY	11/30/2019	1,001,914.06	1,001,680.00	1.44%
UNITED STATES TREASURY	11/30/2019	985,390.62	989,140.00	1.42%
UNITED STATES TREASURY	12/31/2019	1,222,734.38	1,205,532.00	1.45%
UNITED STATES TREASURY	12/31/2019	1,525,937.50	1,506,943.20	1.44%
UNITED STATES TREASURY	12/31/2019	1,706,042.97	1,685,397.00	1.44%
UNITED STATES TREASURY	1/31/2020	1,219,783.98	1,202,207.60	1.48%
UNITED STATES TREASURY	1/31/2020	1,218,744.14	1,202,207.60	1.48%
UNITED STATES TREASURY	1/31/2020	1,016,835.94	993,560.00	1.48%
UNITED STATES TREASURY	1/31/2020	199,826.00	199,468.00	1.47%
UNITED STATES TREASURY	2/15/2020	9,023,647.88	9,041,338.80	1.49%
UNITED STATES TREASURY	2/29/2020	509,179.69	498,105.00	1.51%
UNITED STATES TREASURY	2/29/2020	597,093.75	597,726.00	1.51%
UNITED STATES TREASURY	2/29/2020	508,164.07	498,105.00	1.51%
UNITED STATES TREASURY	2/29/2020	879,855.47	866,702.70	1.51%
UNITED STATES TREASURY	3/15/2020	4,699,314.67	4,716,873.00	1.50%
UNITED STATES TREASURY	3/15/2020	3,594,527.69	3,612,924.00	1.50%
UNITED STATES TREASURY	3/31/2020	498,242.19	497,830.00	1.52%

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UNITED STATES TREASURY	3/31/2020	1,088,914.06	1,095,226.00	1.52%
UNITED STATES TREASURY	4/30/2020	1,689,640.63	1,691,041.00	1.55%
UNITED STATES TREASURY	4/30/2020	1,193,953.12	1,193,676.00	1.55%
UNITED STATES TREASURY	4/30/2020	795,156.25	795,784.00	1.55%
UNITED STATES TREASURY	5/31/2020	907,066.41	897,750.00	1.58%
UNITED STATES TREASURY	5/31/2020	1,287,058.01	1,291,762.50	1.58%
UNITED STATES TREASURY	5/31/2020	4,720,188.27	4,728,150.00	1.58%
UNITED STATES TREASURY	6/30/2020	1,300,964.84	1,301,066.00	1.60%
UNITED STATES TREASURY	7/31/2020	2,058,828.13	2,025,160.00	1.61%
UNITED STATES TREASURY	7/31/2020	928,617.19	911,322.00	1.61%
UNITED STATES TREASURY	8/31/2020	1,614,754.10	1,619,859.90	1.65%
UNITED STATES TREASURY	8/31/2020	1,505,449.22	1,486,110.00	1.65%
UNITED STATES TREASURY	9/30/2020	962,469.73	965,250.00	1.67%
UNITED STATES TREASURY	9/30/2020	1,118,605.47	1,089,000.00	1.67%
UNITED STATES TREASURY	10/31/2020	1,534,277.34	1,503,285.00	1.69%
UNITED STATES TREASURY	10/31/2020	5,851,600.80	5,756,329.20	1.69%
UNITED STATES TREASURY	11/30/2020	1,249,875.00	1,212,276.00	1.71%
UNITED STATES TREASURY	11/30/2020	1,141,550.78	1,111,253.00	1.71%
UNITED STATES TREASURY	11/30/2020	997,695.31	997,070.00	1.71%
UNITED STATES TREASURY	1/31/2021	1,222,642.58	1,191,062.25	1.75%
UNITED STATES TREASURY	1/31/2021	1,011,210.94	985,980.00	1.75%
UNITED STATES TREASURY	1/31/2021	978,867.18	985,980.00	1.75%
UNITED STATES TREASURY	1/31/2021	987,851.56	985,980.00	1.75%
UNITED STATES TREASURY	2/28/2021	7,253,124.20	7,161,124.20	1.77%
UNITED STATES TREASURY	3/31/2021	977,343.75	979,380.00	1.79%
UNITED STATES TREASURY	3/31/2021	1,466,601.57	1,469,070.00	1.79%
UNITED STATES TREASURY	4/30/2021	532,442.97	521,096.00	1.80%
UNITED STATES TREASURY	5/31/2021	1,610,467.18	1,610,791.60	1.82%
UNITED STATES TREASURY	5/31/2021	1,375,335.93	1,375,066.00	1.82%
UNITED STATES TREASURY	10/31/2021	1,027,734.38	1,004,570.00	1.90%
UNITED STATES TREASURY	1/31/2022	2,865,291.42	2,863,714.70	1.92%
SUB-TOTAL		840,692,989.51	838,016,757.52	

MEDIUM TERM NOTES

3M CO	6/26/2017	537,510.60	540,000.00	1.00%
ABB FINANCE USA INC	5/8/2017	104,903.40	105,038.85	1.26%
AFLAC INC	3/16/2020	289,772.42	290,148.39	2.02%
AIG GLOBAL FUNDING	12/15/2017	96,909.79	97,064.02	1.55%
AIG GLOBAL FUNDING	10/6/2021	499,075.00	481,685.00	2.77%
ALABAMA POWER CO	10/1/2020	157,474.50	154,386.00	2.50%
ALABAMA POWER CO	10/1/2020	96,586.20	92,631.60	2.50%
ALLSTATE CORPORATION (THE)	5/15/2018	125,163.15	110,248.95	2.21%
ALTERA CORP	11/15/2018	144,172.00	142,058.00	1.58%
ALTERA CORP	11/15/2018	718,039.00	710,290.00	1.58%
ALTERA CORP	11/15/2018	204,566.00	202,940.00	1.58%
AMERICAN EXPRESS CO	8/28/2017	98,224.20	91,625.40	1.69%
AMERICAN EXPRESS CO	8/28/2017	569,215.50	534,481.50	1.69%
AMERICAN EXPRESS CREDIT CORP	6/5/2017	179,560.80	180,007.20	1.10%
AMERICAN EXPRESS CREDIT CORP	6/5/2017	364,532.80	365,014.60	1.10%
AMERICAN EXPRESS CREDIT CORP	9/22/2017	1,053,586.30	1,055,854.55	1.38%
AMERICAN EXPRESS CREDIT CORP	7/31/2018	194,744.55	195,273.00	1.69%
AMERICAN EXPRESS CREDIT CORP	3/18/2019	75,237.00	75,368.25	1.87%
AMERICAN EXPRESS CREDIT CORP	8/15/2019	14,965.80	15,118.20	1.91%
AMERICAN EXPRESS CREDIT CORP	8/15/2019	80,192.80	80,630.40	1.91%
AMERICAN EXPRESS CREDIT CORP	3/3/2020	839,126.40	841,268.40	2.14%
AMERICAN EXPRESS CREDIT CORP	3/3/2020	1,997,920.00	2,003,020.00	2.14%
AMERICAN EXPRESS CREDIT CORP	5/26/2020	95,567.15	95,507.30	2.19%
AMERICAN EXPRESS CREDIT CORP	9/14/2020	77,388.75	75,794.25	2.27%
AMERICAN EXPRESS CREDIT CORP	9/14/2020	546,096.60	545,718.60	2.27%
AMERICAN EXPRESS CREDIT CORP	5/5/2021	1,998,780.00	1,982,100.00	2.48%
AMERICAN HONDA FINANCE CORP	12/11/2017	38,144.02	38,064.22	1.30%

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AMERICAN HONDA FINANCE CORP	7/13/2018	202,074.00	200,354.00	1.46%
AMERICAN HONDA FINANCE CORP	10/10/2018	203,310.00	201,532.00	1.61%
AMERICAN HONDA FINANCE CORP	7/12/2019	2,997,000.00	2,959,620.00	1.80%
AMERICAN HONDA FINANCE CORP	8/15/2019	99,815.00	100,874.00	1.87%
AMERICAN HONDA FINANCE CORP	2/14/2020	1,497,870.00	1,503,690.00	1.91%
AMERICAN HONDA FINANCE CORP	2/14/2020	2,496,450.00	2,506,150.00	1.91%
AMERICAN HONDA FINANCE CORPORATION	10/1/2018	178,647.00	162,822.00	1.82%
AMERICAN HONDA FINANCE CORPORATION	10/1/2018	446,236.00	434,192.00	1.82%
AMERIPRISE FINANCIAL INC	3/15/2020	224,708.00	217,284.00	2.26%
ANHEUSER-BUSCH INBEV NV	1/15/2019	175,654.45	159,523.20	2.02%
ANHEUSER-BUSCH INBEV WORLDWIDE INC	11/15/2019	201,130.40	190,632.90	2.09%
APPLE INC	5/5/2017	500,040.00	500,025.00	0.99%
APPLE INC	5/12/2017	86,939.97	86,989.56	1.00%
APPLE INC	5/12/2017	659,544.60	659,920.80	1.00%
APPLE INC	2/23/2018	179,922.60	180,070.20	1.26%
APPLE INC	5/3/2018	195,450.00	199,396.00	1.28%
APPLE INC	5/3/2018	178,111.80	179,456.40	1.28%
APPLE INC	5/3/2018	495,845.00	498,490.00	1.28%
APPLE INC	2/8/2019	884,327.40	886,601.85	1.45%
APPLE INC	2/8/2019	2,997,720.00	3,005,430.00	1.45%
APPLE INC	2/22/2019	239,959.20	240,950.40	1.49%
APPLE INC	8/2/2019	1,518,480.00	1,501,942.40	1.62%
APPLE INC	2/7/2020	66,307.56	65,605.32	1.77%
APPLE INC	2/7/2020	329,838.30	330,960.30	1.79%
APPLE INC	2/23/2021	68,009.02	67,203.01	2.17%
APPLE INC	8/4/2021	192,731.73	187,244.74	2.27%
ARIZONA PUBLIC SERVICE CO	3/1/2019	102,724.80	90,144.00	1.97%
ARIZONA PUBLIC SERVICE CO	1/15/2020	150,892.50	150,286.50	2.13%
ATLANTIC CITY ELECTRIC CO	11/15/2018	132,908.60	120,024.30	2.01%
ATMOS ENERGY CORP	6/15/2017	115,223.00	100,975.00	1.56%
ATMOS ENERGY CORP	6/15/2017	87,063.20	80,780.00	1.56%
BANK OF AMERICA NA	3/26/2018	1,298,219.00	1,300,507.00	1.61%
BANK OF AMERICA NA	3/26/2018	1,500,810.00	1,500,585.00	1.61%
BANK OF AMERICA NA	12/7/2018	3,000,000.00	3,016,320.00	1.72%
BANK OF NEW YORK COMPANY, INC. (THE)	1/15/2020	107,200.00	106,737.00	2.10%
BANK OF NEW YORK COMPANY, INC. (THE)	1/15/2020	101,092.50	96,063.30	2.10%
BANK OF NEW YORK COMPANY, INC. (THE)	1/15/2020	141,420.50	138,758.10	2.10%
BANK OF NEW YORK MELLON CORP	5/22/2018	1,439,870.40	1,439,740.80	1.62%
BANK OF NEW YORK MELLON CORP	8/1/2018	913,734.00	905,904.00	1.57%
BANK OF NEW YORK MELLON CORP	3/4/2019	35,199.85	35,259.35	1.79%
BANK OF NEW YORK MELLON CORP	3/4/2019	50,603.50	50,370.50	1.79%
BANK OF NEW YORK MELLON CORP	3/4/2019	35,451.85	35,259.35	1.79%
BANK OF NEW YORK MELLON CORP	2/24/2020	203,662.00	200,820.00	2.00%
BANK OF NEW YORK MELLON CORP	8/17/2020	154,755.00	151,689.00	2.24%
BANK OF TOKYO MITSUBISHI UFJ LTD	9/8/2017	489,412.00	489,573.70	1.65%
BANK OF TOKYO MITSUBISHI UFJ LTD	3/5/2018	1,548,775.50	1,550,046.50	1.70%
BAYER US FINANCE LLC	10/8/2019	203,710.00	201,372.00	2.09%
BB&T CORP	8/15/2017	300,207.00	300,186.00	1.38%
BB&T CORP	8/15/2017	140,932.40	140,086.80	1.38%
BB&T CORP	8/15/2017	299,454.00	300,186.00	1.38%
BB&T CORP	8/15/2017	518,055.42	519,321.78	1.38%
BB&T CORP	1/12/2018	129,509.90	129,980.50	1.47%
BERKSHIRE HATHAWAY FINANCE CORP	3/7/2018	679,734.80	680,340.00	1.40%
BERKSHIRE HATHAWAY FINANCE CORP	5/15/2018	564,000.00	522,150.00	1.41%
BERKSHIRE HATHAWAY FINANCE CORP	3/15/2019	126,933.96	127,219.71	1.61%
BERKSHIRE HATHAWAY FINANCE CORP	3/15/2019	28,977.96	29,050.17	1.61%
BERKSHIRE HATHAWAY FINANCE CORP	3/15/2019	589,551.60	591,020.70	1.61%
BERKSHIRE HATHAWAY FINANCE CORP	8/15/2019	149,854.50	148,564.50	1.71%
BERKSHIRE HATHAWAY INC	2/9/2018	146,222.35	145,104.40	1.46%
BERKSHIRE HATHAWAY INC	2/9/2018	120,091.20	120,086.40	1.46%
BERKSHIRE HATHAWAY INC	8/15/2018	134,983.80	134,320.95	1.52%

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BLACKROCK INC	9/15/2017	23,055.74	19,425.22	1.30%
BLACKROCK INC	9/15/2017	6,071.90	5,111.90	1.30%
BLACKROCK INC	12/10/2019	168,627.00	162,667.50	1.77%
BLACKROCK INC	12/10/2019	131,338.05	124,711.75	1.77%
BLACKROCK INC	12/10/2019	56,019.50	54,222.50	1.77%
BLACKROCK INC	12/10/2019	144,736.80	140,978.50	1.77%
BLACKROCK INC	12/10/2019	167,211.00	162,667.50	1.77%
BLACKROCK INC	12/10/2019	54,747.00	54,222.50	1.77%
BMW US CAPITAL LLC	4/11/2019	209,907.60	208,569.90	1.84%
BMW US CAPITAL LLC	9/13/2019	154,806.25	153,192.70	1.94%
BOEING CAPITAL CORP	8/15/2018	249,417.60	244,420.80	1.45%
BOEING CO	5/15/2018	106,835.30	109,655.70	1.23%
BRANCH BANKING AND TRUST CO	10/1/2017	719,553.60	720,021.60	1.34%
BRANCH BANKING AND TRUST CO	10/1/2017	499,240.00	500,015.00	1.34%
BRANCH BANKING AND TRUST CO	10/1/2017	999,380.00	1,000,030.00	1.34%
BRANCH BANKING AND TRUST CO	5/10/2019	1,258,853.40	1,246,946.40	1.95%
BRANCH BANKING AND TRUST CO	5/10/2019	1,683,466.65	1,667,543.40	1.95%
BRANCH BANKING AND TRUST CO	1/15/2020	1,139,908.80	1,141,459.20	2.05%
BRANCH BANKING AND TRUST CO	1/15/2020	1,999,840.00	2,002,560.00	2.05%
BRANCH BANKING AND TRUST CO	4/1/2021	308,532.00	304,605.00	2.44%
BRISTOL-MYERS SQUIBB CO	2/27/2019	1,004,196.00	1,003,974.90	1.65%
CARGILL INC	11/27/2017	115,382.00	102,913.00	1.51%
CARGILL INC	11/27/2017	103,601.70	92,621.70	1.51%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	999,800.00	1,000,240.00	1.18%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	300,357.00	300,072.00	1.18%
CATERPILLAR FINANCIAL SERVICES CORP	2/23/2018	130,566.80	129,812.80	1.66%
CATERPILLAR FINANCIAL SERVICES CORP	2/23/2018	309,928.70	309,553.60	1.66%
CATERPILLAR FINANCIAL SERVICES CORP	3/22/2019	729,562.00	730,138.70	1.89%
CATERPILLAR FINANCIAL SERVICES CORP	5/18/2019	149,916.00	148,186.50	1.93%
CATERPILLAR FINANCIAL SERVICES CORP	5/18/2019	509,500.20	503,834.10	1.93%
CATERPILLAR FINANCIAL SERVICES CORP	5/18/2019	1,099,384.00	1,086,701.00	1.93%
CATERPILLAR FINANCIAL SERVICES CORP	6/9/2019	206,011.44	204,909.84	1.89%
CATERPILLAR FINANCIAL SERVICES CORP	1/10/2020	379,582.00	380,535.80	2.05%
CATERPILLAR FINANCIAL SERVICES CORP	1/10/2020	769,153.00	771,085.70	2.05%
CATERPILLAR FINANCIAL SERVICES CORPORATION	9/1/2017	59,999.00	50,903.50	1.48%
CATERPILLAR FINANCIAL SERVICES CORPORATION	2/15/2019	109,321.25	104,019.30	1.96%
CATERPILLAR INC	6/26/2017	91,785.60	90,020.70	1.40%
CHARLES SCHWAB CORP	3/10/2018	699,118.00	699,860.00	1.52%
CHARLES SCHWAB CORP	7/25/2018	223,781.80	221,361.80	1.69%
CHARLES SCHWAB CORP	7/22/2020	156,330.30	155,318.20	2.21%
CHEVRON CORP	11/9/2017	2,000,000.00	2,000,680.00	1.29%
CHEVRON CORP	11/15/2017	1,260,000.00	1,260,088.20	1.33%
CHEVRON CORP	12/5/2017	150,018.00	149,749.50	1.35%
CHEVRON CORP	12/5/2017	49,928.50	49,916.50	1.35%
CHEVRON CORP	3/2/2018	140,417.20	139,918.80	1.43%
CHEVRON CORP	3/2/2018	93,769.70	93,945.48	1.43%
CHEVRON CORP	3/2/2018	65,000.00	64,962.30	1.43%
CHEVRON CORP	3/2/2018	600,000.00	599,652.00	1.43%
CHEVRON CORP	3/2/2018	2,000,000.00	1,998,840.00	1.43%
CHEVRON CORP	6/24/2018	120,578.40	120,385.20	1.43%
CHEVRON CORP	6/24/2018	20,223.40	20,064.20	1.43%
CHEVRON CORP	6/24/2018	54,750.85	55,176.55	1.43%
CHEVRON CORP	11/16/2018	225,000.00	225,630.00	1.61%
CHEVRON CORP	11/16/2018	450,000.00	451,260.00	1.61%
CHEVRON CORP	2/28/2019	445,000.00	445,467.25	2.08%
CHEVRON CORP	3/3/2019	55,220.00	53,035.00	1.73%
CHEVRON CORP	5/16/2019	300,000.00	299,013.00	1.72%
CHEVRON CORP	5/16/2019	1,280,000.00	1,275,788.80	1.72%
CHEVRON CORP	11/15/2019	1,556,873.60	1,609,424.00	1.34%
CHEVRON CORP	11/15/2019	1,241,982.00	1,267,421.40	1.34%
CHEVRON CORP	11/15/2019	216,609.80	221,295.80	1.34%

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CHUBB INA HOLDINGS INC	3/15/2018	60,709.50	52,007.00	1.55%
CHUBB INA HOLDINGS INC	5/15/2018	75,062.00	68,010.80	1.57%
CHUBB INA HOLDINGS INC	5/15/2018	115,653.00	104,632.00	1.57%
CHUBB INA HOLDINGS INC	5/15/2018	97,289.30	88,937.20	1.57%
CHUBB INA HOLDINGS INC	5/15/2018	114,226.00	104,632.00	1.57%
CHUBB INA HOLDINGS INC	5/15/2018	174,229.50	156,948.00	1.57%
CHUBB INA HOLDINGS INC	5/15/2018	59,137.10	57,547.60	1.57%
CHUBB INA HOLDINGS INC	6/15/2019	145,097.50	135,886.25	1.85%
CHUBB INA HOLDINGS INC	11/3/2020	349,804.00	351,256.50	2.19%
CISCO SYSTEMS INC	6/15/2018	779,867.40	782,503.80	1.38%
CISCO SYSTEMS INC	2/28/2019	241,929.82	242,336.38	1.53%
CISCO SYSTEMS INC	2/28/2019	409,881.10	410,569.90	1.53%
CISCO SYSTEMS INC	3/1/2019	205,622.00	202,086.00	1.57%
CISCO SYSTEMS INC	3/1/2019	200,782.00	202,086.00	1.57%
CISCO SYSTEMS INC	9/20/2019	669,256.30	664,861.10	1.72%
CISCO SYSTEMS INC	9/20/2019	3,496,115.00	3,473,155.00	1.72%
CITIBANK NA	3/20/2019	1,998,360.00	2,006,880.00	1.81%
CITIBANK NA	3/20/2019	994,184.10	998,422.80	1.81%
COCA-COLA CO	10/27/2017	199,912.00	199,690.00	1.15%
COCA-COLA CO	3/14/2018	115,456.55	115,327.75	1.35%
COCA-COLA CO	5/30/2019	199,860.00	199,106.00	1.59%
COCA-COLA CO	5/30/2019	1,528,929.00	1,523,160.90	1.59%
COCA-COLA CO	10/27/2020	1,457,430.40	1,459,489.00	1.89%
COMCAST CORP	11/15/2017	159,987.00	154,491.00	1.45%
COMERICA INC	5/23/2019	150,358.50	149,820.00	2.18%
COMERICA INC	5/23/2019	90,507.60	89,892.00	2.18%
COMERICA INC	5/23/2019	59,793.00	59,928.00	2.18%
COMMONWEALTH BANK OF AUSTRALIA	9/18/2017	506,915.00	500,980.00	1.47%
COMMONWEALTH EDISON CO	3/15/2018	129,414.10	119,564.35	1.60%
COMMONWEALTH EDISON CO	3/15/2018	314,649.00	311,907.00	1.60%
COMMONWEALTH EDISON CO	1/15/2019	70,711.20	70,438.20	1.78%
COMMONWEALTH EDISON CO	1/15/2019	130,860.60	130,813.80	1.78%
CONSOLIDATED EDISON COMPANY OF NEW YORK IN	4/1/2018	49,707.00	46,874.25	1.63%
CONSUMERS ENERGY CO	9/15/2018	113,008.00	105,377.00	1.89%
CONSUMERS ENERGY CO	3/15/2019	53,084.70	48,760.20	1.76%
CONSUMERS ENERGY CO	3/15/2019	76,363.95	70,431.40	1.76%
DAIMLER FINANCE NORTH AMERICA LLC	4/10/2017	152,268.00	150,021.00	1.82%
DAIMLER FINANCE NORTH AMERICA LLC	8/1/2017	149,482.50	149,982.00	1.41%
DAIMLER FINANCE NORTH AMERICA LLC	1/11/2018	150,100.50	150,138.00	1.75%
DAIMLER FINANCE NORTH AMERICA LLC	5/18/2018	1,498,080.00	1,498,275.00	1.75%
DAIMLER FINANCE NORTH AMERICA LLC	8/3/2018	151,626.00	150,354.00	1.82%
DAIMLER FINANCE NORTH AMERICA LLC	8/3/2018	149,940.00	150,354.00	1.82%
DAIMLER FINANCE NORTH AMERICA LLC	7/5/2019	299,553.00	295,764.00	2.14%
DAIMLER FINANCE NORTH AMERICA LLC	1/6/2020	999,540.00	1,002,270.00	2.21%
DANAHER CORP	9/15/2018	151,149.00	150,043.50	1.63%
DANAHER CORP	9/15/2018	739,008.40	740,214.60	1.63%
DANAHER CORP	9/15/2018	758,981.60	760,220.40	1.63%
DTE ELECTRIC CO	6/15/2018	166,586.15	151,677.25	1.72%
DTE ELECTRIC CO	6/15/2018	111,195.00	104,605.00	1.72%
DTE ELECTRIC CO	6/1/2021	110,142.00	105,315.00	2.47%
DUKE ENERGY CAROLINAS LLC	1/15/2018	78,292.90	72,036.30	1.52%
DUKE ENERGY CAROLINAS LLC	6/15/2020	88,351.20	85,457.60	2.09%
DUKE ENERGY CAROLINAS LLC	6/15/2020	142,814.10	138,868.60	2.09%
DUKE ENERGY CAROLINAS LLC	6/15/2021	82,725.75	79,343.25	2.36%
DUKE ENERGY FLORIDA LLC	6/15/2018	87,237.60	83,788.80	1.66%
DUKE ENERGY FLORIDA LLC	6/15/2018	125,594.70	115,209.60	1.66%
ELI LILLY AND CO	3/1/2018	399,648.00	399,532.00	1.38%
EMERSON ELECTRIC CO	4/15/2019	88,555.20	85,035.20	1.84%
EMERSON ELECTRIC CO	10/15/2019	224,096.00	215,260.00	1.79%
ENTERGY LOUISIANA LLC	9/1/2018	282,555.00	265,145.00	2.13%
ESTEE LAUDER COMPANIES INC	2/7/2020	499,930.00	500,455.00	1.77%

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ESTEE LAUDER COMPANIES INC	2/7/2020	1,194,832.70	1,196,087.45	1.77%
EXXON MOBIL CORP	3/1/2018	360,000.00	360,331.20	1.34%
EXXON MOBIL CORP	3/1/2018	1,275,000.00	1,276,173.00	1.34%
EXXON MOBIL CORP	3/6/2018	2,065,000.00	2,063,348.00	1.39%
EXXON MOBIL CORP	3/6/2018	1,360,000.00	1,358,912.00	1.39%
EXXON MOBIL CORP	3/1/2019	340,000.00	340,584.80	1.62%
EXXON MOBIL CORP	3/1/2019	690,000.00	691,186.80	1.62%
EXXON MOBIL CORP	3/15/2019	333,283.50	331,254.00	1.61%
FEDERAL REALTY INVESTMENT TRUST	1/15/2021	99,583.00	99,929.00	2.57%
FIFTH THIRD BANK	8/20/2018	899,847.00	905,265.00	1.69%
FIFTH THIRD BANK	4/25/2019	401,592.00	402,924.00	2.00%
FIFTH THIRD BANK (OHIO)	3/15/2019	389,910.30	392,636.40	1.93%
FIFTH THIRD BANK (OHIO)	9/27/2019	643,929.30	637,111.65	2.13%
FIFTH THIRD BANK (OHIO)	9/27/2019	2,760,410.10	2,731,184.05	2.13%
FLORIDA POWER & LIGHT CO	11/1/2017	229,360.40	194,322.50	1.61%
FLORIDA POWER & LIGHT CO	11/1/2017	251,570.40	245,460.00	1.61%
GENERAL DYNAMICS CORP	11/15/2017	112,245.75	114,793.00	1.29%
GENERAL DYNAMICS CORP	11/15/2017	59,721.00	59,892.00	1.29%
GENERAL DYNAMICS CORP	11/15/2017	79,261.60	79,856.00	1.29%
GENERAL DYNAMICS CORP	11/15/2017	148,566.00	149,730.00	1.29%
GENERAL ELECTRIC CAPITAL CORP	5/15/2017	929,860.50	930,000.00	1.24%
GENERAL ELECTRIC CAPITAL CORP	5/15/2017	439,934.00	440,000.00	1.24%
GENERAL ELECTRIC CO	9/15/2017	35,978.25	33,641.52	1.33%
GENERAL ELECTRIC CO	9/15/2017	577,628.16	521,953.28	1.33%
GENERAL ELECTRIC CO	8/7/2019	696,225.60	692,010.90	1.71%
GENERAL ELECTRIC CO	1/7/2021	191,399.60	184,424.50	2.26%
GENERAL ELECTRIC COMPANY	12/6/2017	427,260.00	410,132.00	1.49%
GEORGIA POWER CO	6/1/2017	113,686.00	100,650.00	1.76%
GEORGIA POWER CO	6/1/2017	60,218.50	50,325.00	1.76%
GILEAD SCIENCES INC	9/4/2018	60,303.60	60,184.80	1.63%
GILEAD SCIENCES INC	9/4/2018	1,159,872.40	1,163,572.80	1.63%
GILEAD SCIENCES INC	9/1/2020	159,712.00	161,723.20	2.22%
GLAXOSMITHKLINE CAPITAL INC	5/15/2018	130,635.40	120,313.00	1.48%
GOLDMAN SACHS & CO	6/15/2020	340,500.00	332,082.00	2.51%
GOLDMAN SACHS GROUP INC	1/18/2018	91,544.00	82,613.60	1.80%
GOLDMAN SACHS GROUP INC	1/18/2018	136,581.60	123,920.40	1.80%
GOLDMAN SACHS GROUP INC	1/22/2018	714,961.28	707,857.92	1.69%
GOLDMAN SACHS GROUP INC	1/31/2019	1,531,635.00	1,516,920.00	1.99%
GOLDMAN SACHS GROUP INC	2/15/2019	127,453.20	115,233.30	2.16%
GOLDMAN SACHS GROUP INC	2/15/2019	179,527.50	164,619.00	2.16%
GOLDMAN SACHS GROUP INC	2/15/2019	153,973.30	142,669.80	2.16%
GOLDMAN SACHS GROUP INC	12/13/2019	2,947,787.50	2,951,799.50	2.28%
GOLDMAN SACHS GROUP INC	3/15/2020	238,252.62	231,993.12	2.41%
GOLDMAN SACHS GROUP INC	3/15/2020	325,245.00	325,224.00	2.41%
GOLDMAN SACHS GROUP INC	3/15/2020	223,358.00	216,816.00	2.41%
GOLDMAN SACHS GROUP INC	3/15/2020	244,803.91	239,581.68	2.41%
GOLDMAN SACHS GROUP INC	3/15/2020	167,311.50	162,612.00	2.41%
GOLDMAN SACHS GROUP INC	9/15/2020	57,194.37	57,471.96	2.49%
GOLDMAN SACHS GROUP INC	12/27/2020	1,129,220.30	1,130,180.80	2.59%
GOLDMAN SACHS GROUP INC	2/25/2021	133,396.90	130,842.40	2.70%
GOLDMAN SACHS GROUP INC	4/25/2021	200,522.00	199,452.00	2.70%
GUARDIAN LIFE GLOBAL FUNDING	10/27/2021	160,658.85	160,338.75	2.61%
HERSHEY CO	8/21/2018	2,689,300.60	2,699,361.20	1.35%
HOME DEPOT INC	6/15/2019	221,093.40	221,707.20	1.63%
HOME DEPOT INC	6/15/2019	128,987.30	131,008.80	1.63%
HOME DEPOT INC	6/15/2019	100,283.00	100,776.00	1.63%
HONEYWELL INTERNATIONAL INC	10/30/2019	339,731.40	337,419.40	1.70%
HONEYWELL INTERNATIONAL INC	10/30/2019	1,074,150.75	1,066,840.75	1.70%
HONEYWELL INTERNATIONAL INC	3/1/2021	164,493.00	161,400.00	2.21%
HSBC USA INC	3/5/2018	499,535.00	500,250.00	1.65%
HSBC USA INC (NEW)	1/16/2018	300,531.00	299,811.00	1.70%

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HSBC USA INC (NEW)	1/16/2018	228,817.80	229,855.10	1.70%
HSBC USA INC (NEW)	6/23/2019	201,642.00	200,860.00	2.05%
ILLINOIS TOOL WORKS INC	3/1/2019	59,965.20	60,420.60	1.58%
ILLINOIS TOOL WORKS INC	3/1/2019	84,775.60	85,595.85	1.58%
INTEL CORP	7/29/2020	322,870.40	325,145.60	1.95%
INTEL CORP	5/19/2021	1,327,659.20	1,302,043.40	2.23%
INTEL CORP	10/1/2021	303,710.25	296,294.55	2.37%
INTERNATIONAL BUSINESS MACHINES CORP	5/17/2019	202,942.00	200,880.00	1.59%
INTERNATIONAL BUSINESS MACHINES CORP	1/27/2020	1,153,891.20	1,158,857.70	1.78%
JACKSON NATIONAL LIFE GLOBAL FUNDING	6/1/2018	143,212.05	139,430.70	1.84%
JACKSON NATIONAL LIFE GLOBAL FUNDING	10/15/2018	71,962.56	72,139.68	1.75%
JACKSON NATIONAL LIFE GLOBAL FUNDING	10/15/2018	151,656.00	150,291.00	1.75%
JACKSON NATIONAL LIFE GLOBAL FUNDING	10/15/2018	399,544.00	400,776.00	1.75%
JACKSON NATIONAL LIFE GLOBAL FUNDING	4/16/2019	150,181.50	150,763.50	2.04%
JACKSON NATIONAL LIFE GLOBAL FUNDING	1/30/2020	159,824.00	159,785.60	2.25%
JACKSON NATIONAL LIFE GLOBAL FUNDING	12/9/2020	153,591.00	150,522.00	2.50%
JDOT 15 A4	12/15/2021	1,001,406.25	1,001,070.00	1.55%
JOHN DEERE CAPITAL CORP	12/15/2017	56,986.32	57,056.43	1.41%
JOHN DEERE CAPITAL CORP	12/15/2017	110,532.40	110,108.90	1.41%
JOHN DEERE CAPITAL CORP	1/16/2018	999,500.00	1,000,660.00	1.27%
JOHN DEERE CAPITAL CORP	7/13/2018	36,985.94	37,043.29	1.51%
JOHN DEERE CAPITAL CORP	7/13/2018	329,874.60	330,386.10	1.51%
JOHN DEERE CAPITAL CORP	8/10/2018	129,872.60	130,345.80	1.55%
JOHN DEERE CAPITAL CORP	1/8/2019	999,940.00	1,005,520.00	1.63%
JOHN DEERE CAPITAL CORP	10/9/2019	1,347,273.00	1,329,844.50	1.86%
JOHN DEERE CAPITAL CORP	3/10/2020	152,674.50	150,090.00	2.03%
JOHN DEERE CAPITAL CORP	3/13/2020	339,734.80	340,975.80	2.10%
JOHN DEERE CAPITAL CORP	3/13/2020	899,298.00	902,583.00	2.10%
JOHN DEERE CAPITAL CORP	1/8/2021	2,197,734.00	2,216,588.00	2.34%
JOHNSON & JOHNSON	12/5/2018	181,539.00	180,914.40	1.34%
JOHNSON & JOHNSON	3/1/2019	180,978.28	180,189.12	1.36%
JOHNSON & JOHNSON	3/3/2022	209,428.80	210,273.00	2.22%
JPMORGAN CHASE & CO	3/22/2019	1,499,040.00	1,500,405.00	1.84%
JPMORGAN CHASE & CO	4/23/2019	213,573.30	206,389.40	2.01%
JPMORGAN CHASE & CO	4/23/2019	149,613.03	144,472.58	2.01%
JPMORGAN CHASE & CO	4/23/2019	30,377.16	29,329.02	2.01%
JPMORGAN CHASE & CO	3/25/2020	854,191.80	831,453.70	2.17%
JPMORGAN CHASE BANK NA	9/21/2018	894,579.35	893,881.25	1.54%
KANSAS CITY POWER & LIGHT CO	4/1/2019	149,085.30	143,018.20	2.02%
KANSAS CITY POWER & LIGHT CO	4/1/2019	110,838.40	104,513.30	2.02%
KENTUCKY UTILITIES CO	11/1/2020	135,487.30	134,058.60	2.27%
KEYBANK NA	12/15/2019	616,470.00	606,774.00	2.07%
KIMBERLY-CLARK CORP	8/1/2017	109,043.10	91,342.80	1.61%
KIMBERLY-CLARK CORP	2/15/2019	199,988.00	199,322.00	1.58%
LOWES CO INC	4/15/2020	231,233.10	224,057.40	1.91%
LOWE'S COMPANIES INC	4/15/2019	679,265.60	672,091.60	1.73%
LOWE'S COMPANIES INC	4/15/2019	1,198,704.00	1,186,044.00	1.73%
MANUFACTURERS AND TRADERS TRUST CO	7/25/2017	2,499,050.00	2,498,425.00	1.60%
MANUFACTURERS AND TRADERS TRUST CO	3/7/2018	250,897.50	249,640.00	1.61%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2019	254,050.00	252,135.00	1.80%
MANUFACTURERS AND TRADERS TRUST CO	7/25/2019	999,860.00	1,007,180.00	1.92%
MARSH & MCLENNAN COMPANIES INC	9/10/2019	150,562.50	151,056.00	2.04%
MASSMUTUAL GLOBAL FUNDING II	4/9/2019	252,877.50	252,510.00	1.84%
MCDONALDS CORPORATION	10/15/2017	62,875.45	56,258.95	1.52%
MCDONALDS CORPORATION	10/15/2017	58,561.50	51,144.50	1.52%
MCDONALDS CORPORATION	10/15/2017	41,471.85	35,801.15	1.52%
MEDTRONIC INC	4/1/2018	120,416.40	119,802.00	1.54%
MEDTRONIC INC	3/15/2020	103,828.00	101,441.00	2.00%
MEDTRONIC INC	3/15/2020	202,964.00	202,882.00	2.00%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2017	728,992.60	730,014.60	1.21%
METROPOLITAN LIFE GLOBAL FUNDING I	1/10/2018	246,922.50	249,562.50	1.73%

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METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2019	305,529.00	301,755.00	2.00%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2019	307,266.00	301,755.00	2.00%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2019	204,266.00	201,170.00	2.00%
MICROSOFT CORP	11/3/2018	169,830.00	169,962.60	1.31%
MICROSOFT CORP	11/3/2018	1,438,560.00	1,439,683.20	1.31%
MICROSOFT CORP	11/3/2018	1,728,270.00	1,729,619.40	1.31%
MICROSOFT CORP	6/1/2019	250,401.00	243,314.70	1.47%
MICROSOFT CORP	8/8/2019	2,082,852.45	2,062,231.80	1.57%
MICROSOFT CORP	2/6/2020	1,124,246.25	1,128,487.50	1.74%
MICROSOFT CORP	2/6/2020	1,998,660.00	2,006,200.00	1.74%
MICROSOFT CORP	8/8/2021	496,320.00	487,215.00	2.17%
MORGAN STANLEY	12/28/2017	174,928.50	154,674.00	1.70%
MORGAN STANLEY	1/5/2018	100,554.00	100,176.00	1.64%
MORGAN STANLEY	1/24/2019	2,291,400.00	2,272,207.50	1.94%
MORGAN STANLEY	5/13/2019	475,808.00	442,168.00	2.18%
MORGAN STANLEY	9/23/2019	227,906.00	215,958.00	2.29%
MORGAN STANLEY	6/16/2020	1,206,948.00	1,214,556.00	2.40%
MORGAN STANLEY	11/17/2021	321,688.25	322,858.25	2.78%
MUFG UNION BANK NA	5/6/2019	301,041.00	301,224.00	2.04%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	101,504.45	85,047.60	3.13%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	56,796.50	50,028.00	3.13%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	72,342.40	65,036.40	3.13%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	2/1/2018	85,738.40	82,572.80	1.55%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	11/1/2019	322,019.75	322,140.00	1.85%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	11/15/2019	86,163.65	85,799.85	1.92%
NATIONAL SEMICONDUCTOR CORP	6/15/2017	99,349.60	80,851.20	1.38%
NEVADA POWER CO	8/1/2018	190,207.50	186,051.25	1.69%
NEVADA POWER CO	3/15/2019	176,717.52	162,045.45	1.78%
NEW YORK LIFE GLOBAL FUNDING	11/2/2018	154,440.45	154,738.05	1.66%
NEW YORK LIFE GLOBAL FUNDING	11/2/2018	548,421.50	549,070.50	1.66%
NEW YORK LIFE GLOBAL FUNDING	6/18/2019	130,079.30	130,638.30	1.92%
NEW YORK LIFE GLOBAL FUNDING	10/24/2019	498,055.00	493,865.00	1.99%
NEW YORK LIFE GLOBAL FUNDING	4/13/2021	679,000.40	669,310.40	2.41%
NEW YORK UNIVERSITY	7/1/2018	640,000.00	637,132.80	1.68%
NIAGARA MOHAWK POWER CORP	8/15/2019	187,846.60	181,367.90	1.98%
NIAGARA MOHAWK POWER CORP	8/15/2019	147,260.70	144,027.45	1.98%
NISSAN MOTOR ACCEPTANCE CORP	3/4/2019	312,266.10	312,036.70	2.00%
NORTHERN STATES POWER CO	8/15/2020	111,634.60	110,346.50	2.10%
NORTHERN STATES POWER CO (MINNESOTA)	3/1/2018	136,449.60	124,012.80	1.56%
NORTHERN TRUST COMPANY	8/15/2018	278,245.00	266,310.00	1.67%
NORTHERN TRUST CORP	11/4/2020	214,712.00	208,210.00	2.25%
NOVARTIS CAPITAL CORP	2/14/2020	498,045.00	500,490.00	1.76%
NSTAR ELECTRIC CO	11/15/2017	112,617.00	102,564.00	1.47%
NSTAR ELECTRIC CO	11/15/2017	115,107.00	102,564.00	1.47%
OCCIDENTAL PETROLEUM CORP	2/15/2018	64,899.90	64,980.50	1.53%
ORACLE CORP	10/15/2017	996,840.00	999,740.00	1.25%
ORACLE CORP	4/15/2018	116,766.00	104,396.00	1.47%
ORACLE CORP	1/15/2019	152,989.50	152,064.00	1.59%
ORACLE CORP	7/8/2019	141,520.00	134,036.25	1.74%
ORACLE CORP	7/8/2019	86,448.00	85,783.20	1.74%
ORACLE CORP	10/8/2019	161,422.40	161,958.40	1.75%
ORACLE CORP	9/15/2021	654,443.13	641,650.86	2.31%
PACCAR FINANCIAL CORP	11/17/2017	79,964.80	80,016.00	1.37%
PACCAR FINANCIAL CORP	3/9/2018	177,860.22	177,107.97	1.38%
PACCAR FINANCIAL CORP	5/18/2018	78,895.72	78,940.75	1.47%
PACCAR FINANCIAL CORP	2/25/2019	109,846.00	109,865.80	1.72%
PACCAR FINANCIAL CORP	2/25/2019	938,684.00	938,853.20	1.72%
PACCAR FINANCIAL CORP	5/10/2019	71,957.52	71,395.92	1.71%
PACCAR FINANCIAL CORP	5/10/2019	799,528.00	793,288.00	1.71%
PACCAR FINANCIAL CORP	5/10/2019	634,625.35	629,672.35	1.71%
PACCAR FINANCIAL CORP	2/27/2020	499,100.00	500,670.00	1.90%

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PACCAR FINANCIAL CORP	2/27/2020	1,387,498.00	1,391,862.60	1.90%
PACCAR INC	8/14/2018	50,102.50	50,129.00	1.56%
PACCAR INC	8/14/2018	152,082.00	150,387.00	1.56%
PACCAR INC	8/14/2018	799,392.00	802,064.00	1.56%
PACIFIC GAS AND ELECTRIC CO	11/30/2017	103,338.00	92,403.00	1.58%
PACIFICORP	7/15/2018	136,090.80	126,070.80	1.66%
PEPSICO INC	7/17/2017	1,399,552.00	1,399,328.00	1.29%
PEPSICO INC	8/13/2017	496,215.00	500,045.00	1.22%
PEPSICO INC	4/30/2018	249,970.00	249,862.50	1.30%
PEPSICO INC	4/30/2018	2,099,748.00	2,098,845.00	1.30%
PEPSICO INC	1/7/2019	237,400.02	236,723.76	1.55%
PEPSICO INC	2/22/2019	87,974.48	88,008.80	1.49%
PEPSICO INC	2/22/2019	1,999,420.00	2,000,200.00	1.49%
PEPSICO INC	10/4/2019	329,950.50	327,518.40	1.66%
PEPSICO INC	10/14/2020	102,872.00	100,571.00	1.98%
PFIZER INC	6/1/2018	3,497,445.00	3,495,590.00	1.31%
PFIZER INC	6/3/2019	1,518,267.20	1,512,704.00	1.68%
PFIZER INC	11/15/2019	499,640.00	499,570.00	1.73%
PHILIP MORRIS INTERNATIONAL INC	11/9/2017	1,610,510.30	1,614,079.45	1.34%
PHILIP MORRIS INTERNATIONAL INC	1/15/2019	1,524,585.00	1,502,985.00	1.76%
PHILIP MORRIS INTERNATIONAL INC	2/21/2019	1,112,167.90	1,111,041.75	1.82%
PHILIP MORRIS INTERNATIONAL INC	2/21/2020	586,389.20	588,530.90	2.09%
PHILIP MORRIS INTERNATIONAL INC	2/21/2020	3,309,620.40	3,321,708.30	2.09%
PNC BANK NA	10/18/2017	1,999,620.00	2,000,720.00	1.42%
PNC BANK NA	7/20/2018	1,649,802.00	1,653,613.50	1.67%
PNC BANK NA	11/5/2018	704,914.00	700,714.00	1.73%
PNC BANK NA	12/7/2018	1,498,770.00	1,499,700.00	1.71%
PNC BANK NA	7/29/2019	1,338,124.00	1,324,549.80	1.96%
PNC BANK, N.A.	9/21/2017	346,098.55	340,199.20	1.56%
PNC BANK, N.A.	9/21/2017	673,238.70	619,467.20	1.56%
PNC FUNDING CORP	6/10/2019	135,483.80	126,521.85	2.00%
PNC FUNDING CORP	2/8/2020	445,592.00	432,260.00	2.19%
PNC FUNDING CORP	8/11/2020	126,810.50	122,542.85	2.33%
PPG INDUSTRIES INC	11/15/2020	292,647.60	293,118.00	2.25%
PRAXAIR INC	11/7/2017	39,737.20	39,937.60	1.31%
PRAXAIR INC	11/7/2017	109,486.30	109,828.40	1.31%
PRAXAIR INC	11/7/2017	140,847.00	139,781.60	1.31%
PRAXAIR INC	11/7/2018	89,084.70	89,640.00	1.50%
PRAXAIR INC	11/7/2018	58,611.60	59,760.00	1.50%
PRAXAIR INC	11/7/2018	97,590.00	99,600.00	1.50%
PRAXAIR INC	8/15/2019	55,353.50	53,028.00	1.88%
PRAXAIR INC	8/15/2019	164,019.00	159,084.00	1.88%
PRICOA GLOBAL FUNDING I	8/18/2017	300,324.00	299,565.00	1.73%
PRICOA GLOBAL FUNDING I	11/24/2020	531,398.40	522,251.60	2.42%
PRICOA GLOBAL FUNDING I	11/24/2020	154,051.50	150,649.50	2.42%
PRINCIPAL LIFE GLOBAL FUNDING II	5/19/2017	199,036.00	199,960.00	1.34%
PRINCIPAL LIFE GLOBAL FUNDING II	9/11/2017	79,962.40	79,992.00	1.52%
PRINCIPAL LIFE GLOBAL FUNDING II	10/15/2018	111,270.50	110,774.40	1.78%
PRINCIPAL LIFE GLOBAL FUNDING II	4/18/2019	33,893.92	33,712.36	1.92%
PROCTER & GAMBLE CO	11/15/2018	370,799.20	371,998.00	1.26%
PROCTER & GAMBLE CO	11/1/2019	798,784.00	806,688.00	1.57%
PROTECTIVE LIFE GLOBAL FUNDING	9/13/2019	298,000.00	293,237.96	2.23%
PUBLIC SERVICE CO OF COLORADO	6/1/2019	111,292.00	106,705.00	1.95%
PUBLIC SERVICE CO OF COLORADO	11/15/2020	212,790.00	206,706.00	2.08%
PUBLIC SERVICE COMPANY OF COLORADO	8/1/2018	57,056.00	52,623.50	1.80%
PUBLIC SERVICE ELECTRIC AND GAS CO	6/1/2019	175,586.25	174,959.75	1.81%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	114,530.80	114,949.40	2.02%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	35,218.40	34,984.60	2.02%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	151,134.00	149,934.00	2.02%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	86,203.60	84,962.60	2.02%
QUALCOMM INC	5/18/2018	913,773.90	915,146.40	1.39%

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QUALCOMM INC	5/18/2018	496,245.00	500,080.00	1.39%
QUALCOMM INC	5/20/2020	743,220.00	751,665.00	2.18%
RAYTHEON CO	2/15/2020	132,494.40	128,352.00	1.90%
RAYTHEON CO	10/15/2020	170,092.80	165,344.00	2.14%
RELIANCE STANDARD LIFE GLOBAL FUNDING II	1/15/2020	199,734.00	199,890.00	2.52%
ROCHE HOLDINGS INC	9/29/2017	201,140.00	200,140.00	1.21%
SAN DIEGO GAS & ELECTRIC CO	8/15/2021	102,559.00	102,346.00	2.43%
SCHLUMBERGER HOLDINGS CORP	12/21/2020	335,049.00	337,434.90	2.35%
SCHLUMBERGER HOLDINGS CORP	12/21/2020	313,080.00	306,759.00	2.35%
SIMON PROPERTY GROUP LP	9/15/2017	41,560.00	40,067.60	1.32%
SIMON PROPERTY GROUP LP	9/15/2017	77,601.00	75,126.75	1.32%
SIMON PROPERTY GROUP LP	2/1/2018	50,208.00	49,959.50	1.60%
SIMON PROPERTY GROUP LP	2/1/2018	160,246.40	159,870.40	1.60%
SIMON PROPERTY GROUP LP	2/1/2018	85,119.00	84,931.15	1.60%
SIMON PROPERTY GROUP LP	2/1/2018	78,793.60	79,935.20	1.60%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	57,981.44	57,994.78	1.23%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	62,086.80	61,994.42	1.23%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	899,712.00	899,919.00	1.23%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	249,920.00	249,977.50	1.23%
SOUTHERN CALIFORNIA EDISON CO	8/15/2018	114,483.00	105,132.00	1.70%
SOUTHERN CALIFORNIA EDISON CO	8/15/2018	50,859.90	47,309.40	1.70%
SOUTHERN CALIFORNIA EDISON CO	6/1/2021	154,280.00	147,994.00	2.34%
SOUTHERN CALIFORNIA GAS CO	6/15/2018	49,845.50	50,000.50	1.55%
SOUTHERN CALIFORNIA GAS CO	6/15/2018	249,992.50	250,002.50	1.55%
STATE STREET CORP	4/30/2017	94,543.20	80,223.20	1.98%
STATE STREET CORP	5/15/2018	139,818.00	139,697.60	1.54%
STATE STREET CORP	5/15/2018	98,574.00	99,784.00	1.54%
STATE STREET CORP	8/18/2020	201,626.00	202,686.00	2.14%
STATE STREET CORP	5/19/2021	302,436.00	294,747.00	2.40%
SUNTRUST BANK	1/31/2020	1,104,580.10	1,108,591.25	2.13%
TARGET CORP	6/26/2019	251,967.50	253,187.50	1.72%
TD AMERITRADE HOLDING CORP	12/1/2019	243,194.60	239,808.80	2.11%
TEXAS INSTRUMENTS INC	5/1/2018	414,933.60	413,281.90	1.39%
TORONTO-DOMINION BANK	3/13/2018	1,359,959.20	1,361,659.20	1.49%
TOYOTA MOTOR CREDIT CORP	5/22/2017	203,278.00	200,166.00	1.16%
TOYOTA MOTOR CREDIT CORP	1/12/2018	100,194.00	99,984.00	1.47%
TOYOTA MOTOR CREDIT CORP	1/12/2018	539,260.20	539,913.60	1.47%
TOYOTA MOTOR CREDIT CORP	10/24/2018	141,297.80	140,691.60	1.68%
TOYOTA MOTOR CREDIT CORP	1/9/2019	2,998,950.00	3,005,610.00	1.59%
TOYOTA MOTOR CREDIT CORP	1/17/2019	100,792.00	100,852.00	1.62%
TOYOTA MOTOR CREDIT CORP	1/17/2019	125,822.80	125,056.48	1.62%
TOYOTA MOTOR CREDIT CORP	1/17/2019	60,504.60	60,511.20	1.62%
TOYOTA MOTOR CREDIT CORP	1/17/2019	322,502.40	322,726.40	1.62%
TOYOTA MOTOR CREDIT CORP	7/18/2019	81,196.80	80,635.20	1.77%
TOYOTA MOTOR CREDIT CORPORATION	1/10/2018	75,335.25	74,986.50	1.40%
TRAVELERS CO INC	12/15/2017	119,868.00	102,982.00	1.48%
TRAVELERS CO INC	11/1/2020	81,245.25	79,415.25	2.18%
TRAVELERS CO INC	11/1/2020	98,562.60	95,298.30	2.18%
U.S. BANCORP	5/15/2017	255,618.40	251,022.59	1.41%
U.S. BANCORP	5/15/2017	538,733.60	529,047.61	1.41%
U.S. BANCORP	4/25/2019	661,498.50	655,193.50	1.79%
U.S. BANK N. A. (CINCINNATI BRANCH)	1/24/2020	399,156.00	401,488.00	1.86%
U.S. BANK N. A. (CINCINNATI BRANCH)	1/24/2020	1,217,425.80	1,224,538.40	1.86%
U.S. BANK N. A. (CINCINNATI BRANCH)	1/24/2020	1,267,320.30	1,274,724.40	1.86%
UBS AG (STAMFORD BRANCH)	8/14/2017	1,395,492.00	1,400,378.00	1.30%
UBS AG (STAMFORD BRANCH)	3/26/2018	639,161.60	640,454.40	1.73%
UNITED PARCEL SERVICE INC	10/1/2017	85,812.52	85,886.48	1.39%
UNITED PARCEL SERVICE INC	10/1/2017	33,922.14	33,955.12	1.39%
UNITED PARCEL SERVICE INC	10/1/2017	100,119.00	99,868.00	1.39%
UNITED TECHNOLOGIES CORP	6/1/2017	41,239.20	40,039.20	1.20%
UNITED TECHNOLOGIES CORP	11/1/2019	609,377.80	605,784.90	1.77%

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UNITED TECHNOLOGIES CORP	11/1/2019	4,994,900.00	4,965,450.00	1.77%
UNITEDHEALTH GROUP INC	7/17/2017	379,927.80	380,258.40	1.21%
UNITEDHEALTH GROUP INC	12/15/2017	639,116.80	640,006.40	1.40%
UNITEDHEALTH GROUP INC	2/15/2018	75,608.65	67,505.10	1.53%
UNITEDHEALTH GROUP INC	7/16/2018	439,441.20	441,918.40	1.56%
UNITEDHEALTH GROUP INC	3/15/2019	335,527.31	335,948.56	1.79%
UNITEDHEALTH GROUP INC	3/15/2019	216,119.20	219,313.60	1.79%
US BANK NA	9/11/2017	1,319,260.80	1,320,580.80	1.25%
US BANK NA	9/11/2017	799,552.00	800,352.00	1.25%
US BANK NA	1/26/2018	599,088.00	599,268.00	1.50%
US BANK NA	1/29/2018	949,183.00	949,743.50	1.48%
US BANK NA	1/29/2018	2,997,420.00	2,999,190.00	1.48%
USAA CAPITAL CORP	8/1/2020	1,005,080.00	1,006,230.00	2.25%
VF CORP	11/1/2017	182,224.35	169,243.80	1.50%
VIRGINIA ELECTRIC AND POWER CO	4/30/2018	121,760.10	109,078.20	1.76%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	110,509.00	106,773.00	1.91%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	56,267.00	53,386.50	1.91%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	78,746.50	74,741.10	1.91%
VISA INC	12/14/2017	1,039,448.80	1,039,022.40	1.33%
VISA INC	12/14/2020	2,497,875.00	2,507,325.00	2.12%
WAL MART STORES INC	4/5/2017	381,519.60	330,000.00	5.24%
WAL MART STORES INC	4/21/2017	249,962.50	249,960.00	1.28%
WAL MART STORES INC	2/1/2019	161,755.50	157,072.50	1.51%
WALT DISNEY CO	5/30/2017	74,865.00	74,981.25	1.02%
WALT DISNEY CO	9/17/2018	73,937.10	74,154.66	1.35%
WALT DISNEY CO	9/17/2018	2,143,176.75	2,149,483.05	1.35%
WALT DISNEY CO	1/8/2019	82,888.78	83,164.34	1.54%
WALT DISNEY CO	7/12/2019	149,496.00	147,382.50	1.66%
WALT DISNEY CO	7/12/2019	657,782.40	648,483.00	1.66%
WALT DISNEY CO	3/4/2020	1,034,730.90	1,037,318.40	1.87%
WELLS FARGO & CO	5/8/2017	1,776,420.80	1,761,267.20	1.39%
WELLS FARGO & CO	5/8/2017	719,936.00	700,504.00	1.39%
WELLS FARGO & CO	4/22/2019	125,080.00	125,476.25	1.94%
WELLS FARGO & CO	4/22/2019	1,527,435.00	1,505,715.00	1.94%
WELLS FARGO & CO	1/30/2020	250,367.50	250,527.50	2.07%
WELLS FARGO & CO	1/30/2020	75,618.00	75,158.25	2.07%
WELLS FARGO & CO	1/30/2020	24,942.75	25,052.75	2.07%
WELLS FARGO & CO	1/30/2020	47,905.92	48,101.28	2.07%
WELLS FARGO & CO	1/30/2020	26,938.17	27,056.97	2.07%
WELLS FARGO & CO	1/30/2020	1,607,810.40	1,613,397.10	2.07%
WELLS FARGO & CO	7/22/2020	153,472.50	151,483.50	2.29%
WELLS FARGO & CO	7/22/2020	178,883.25	176,730.75	2.29%
WELLS FARGO & CO	12/7/2020	300,216.00	301,521.00	2.40%
WELLS FARGO & CO	12/7/2020	256,707.50	251,267.50	2.40%
WELLS FARGO & CO	4/1/2021	312,177.60	301,019.60	2.61%
WELLS FARGO BANK NA	1/22/2018	1,149,666.50	1,149,356.00	1.72%
WELLS FARGO BANK NA	1/22/2018	2,999,130.00	2,998,320.00	1.72%
WELLS FARGO BANK NA	2/1/2018	38,486.35	36,100.05	1.93%
WISCONSIN ELECTRIC POWER CO	6/15/2018	181,333.80	180,194.40	1.60%
WISCONSIN ELECTRIC POWER CO	6/15/2018	105,225.75	105,113.40	1.60%
WISCONSIN POWER AND LIGHT CO	7/15/2019	190,661.80	181,114.60	2.06%
WISCONSIN PUBLIC SERVICE CORP	12/4/2018	266,730.45	264,048.65	1.87%
WISCONSIN PUBLIC SERVICE CORP	12/4/2018	989,079.30	986,445.90	1.87%
WYETH	4/1/2017	113,403.00	100,000.00	0.00%
XTO ENERGY INC	12/15/2018	121,526.00	107,831.00	1.81%
SUB-TOTAL		282,610,695.04	280,886,362.86	

VARIABLE RATE NOTES

BANK OF NEW YORK MELLON CORP	8/17/2020	600,000.00	610,806.00	1.47%
EXXON MOBIL CORP	2/28/2018	1,654,773.45	1,659,801.00	1.11%
GOLDMAN SACHS GROUP INC	4/30/2018	254,759.00	252,212.50	1.54%

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GOLDMAN SACHS GROUP INC	4/30/2018	1,090,000.00	1,099,646.50	1.54%
HSBC USA INC (NEW)	9/24/2018	820,000.00	824,731.40	1.65%
HSBC USA INC (NEW)	11/13/2019	1,360,000.00	1,364,977.60	1.62%
INTERNATIONAL BUSINESS MACHINES CORP	8/18/2017	900,567.00	901,620.00	1.15%
INTERNATIONAL BUSINESS MACHINES CORP	8/18/2017	2,100,000.00	2,103,780.00	1.15%
INTERNATIONAL BUSINESS MACHINES CORP	2/12/2019	170,000.00	170,882.30	1.25%
JPMORGAN CHASE & CO	1/25/2018	1,500,000.00	1,509,015.00	1.33%
LOWE'S COMPANIES INC	9/14/2018	280,000.00	282,237.20	1.21%
MERCK & CO INC	2/10/2020	1,380,000.00	1,392,171.60	1.22%
MORGAN STANLEY	1/27/2020	1,330,000.00	1,352,969.10	1.68%
NATIONAL CITY BANK	6/7/2017	497,720.00	500,010.00	1.46%
PACCAR FINANCIAL CORP	12/6/2018	230,000.00	231,812.40	1.29%
TORONTO-DOMINION BANK	11/5/2019	1,360,000.00	1,366,963.20	1.52%
TOYOTA MOTOR CREDIT CORP	7/13/2018	548,526.00	551,908.50	1.35%
TOYOTA MOTOR CREDIT CORP	7/13/2018	107,692.52	108,374.76	1.35%
TOYOTA MOTOR CREDIT CORP	7/13/2018	2,290,000.00	2,297,946.30	1.35%
UBS AG (STAMFORD BRANCH)	6/1/2020	590,000.00	592,059.10	1.89%
WELLS FARGO & CO	2/11/2022	875,000.00	880,057.50	1.93%
WESTPAC BANKING CORP	7/30/2018	830,000.00	835,785.10	1.37%
SUB-TOTAL		20,769,037.97	20,889,767.06	

STATE OF CALIFORNIA AND LOCAL AGENCIES

CALIFORNIA ST PUB WKS BRD LEASE REV	4/1/2018	536,026.40	530,623.60	0.94%
CALIFORNIA ST PUB WKS BRD LEASE REV	6/1/2018	996,759.00	983,098.00	0.99%
LOS ANGELES CALIF DEPT ARPTS ARPT REV	5/15/2019	600,000.00	598,902.00	1.84%
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	3/1/2018	1,266,732.00	1,244,268.00	0.95%
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2018	1,055,000.00	1,069,559.00	1.46%
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2019	288,730.40	285,188.40	2.11%
LA CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2017	145,000.00	145,158.05	1.34%
LA CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2018	350,000.00	351,036.00	1.85%
UNIVERSITY CALIF REVS	5/15/2017	1,500,000.00	1,500,030.00	1.20%
UNIVERSITY CALIF REVS	5/15/2018	1,531,511.75	1,521,126.50	1.53%
UNIVERSITY CALIF REVS	5/15/2019	790,000.00	779,903.80	1.79%
UNIVERSITY CALIF REVS	7/1/2019	506,885.00	502,695.00	1.55%
SUB-TOTAL		9,566,644.55	9,511,588.35	

MORTGAGE AND ASSET-BACK SECURITIES

AMXCA 142 A	1/15/2020	3,012,421.88	3,000,570.00	1.15%
AMXCA 144 A	6/15/2020	3,005,507.82	3,002,160.00	1.31%
BMWLT 171 A3	5/20/2020	2,569,704.71	2,579,586.10	1.77%
BMWOT 16A A3	11/25/2020	2,784,987.47	2,759,350.15	1.66%
CCCIT 13A7 A7	9/10/2020	1,248,193.36	1,255,112.50	1.12%
CCCIT 13A7 A7	9/10/2020	1,451,869.14	1,455,930.50	1.12%
CCCIT 16A1 A1	11/19/2021	4,999,732.00	4,991,850.00	1.81%
CCCIT 17A2 A2	7/19/2021	3,039,417.84	3,044,833.60	1.65%
CCCIT 17A2 A2	7/19/2021	3,499,329.75	3,505,565.00	1.65%
CHAIT 131 A	2/18/2020	3,270,101.56	3,263,987.85	1.34%
CHAIT 147 A	11/15/2019	1,507,324.22	1,500,705.00	1.30%
CHAIT 147 A	11/15/2019	2,599,695.02	2,601,222.00	1.30%
CHAIT 147 A	11/15/2019	2,999,648.10	3,001,410.00	1.30%
CHAIT 161 A	5/17/2021	3,003,515.64	3,016,560.00	1.14%
CHAIT 171 A	1/18/2022	3,000,000.00	3,007,500.00	1.20%
FHMS K004 A1	5/25/2019	1,729,796.30	1,684,657.54	1.50%
FHMS K502 A2	8/25/2017	837,257.58	831,871.78	1.07%
FHMS K702 A2	2/25/2018	2,439,152.70	2,362,819.04	1.59%
FHMS K708 A2	1/25/2019	1,222,250.87	1,203,609.70	1.62%
FHMS K708 A2	1/25/2019	1,312,660.61	1,293,134.39	1.62%
FHMS K709 A2	3/25/2019	959,093.75	945,536.60	1.70%
FHMS K710 A2	5/25/2019	1,923,527.34	1,903,477.00	1.73%
FHMS K714 A2	10/25/2020	2,110,000.00	2,064,020.00	1.97%
FHMS K715 A2	1/25/2021	2,316,187.50	2,255,682.00	2.10%

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FHMS KJ02 A1	10/25/2019	151,164.26	151,518.57	1.26%
FHMS KJ02 A2	9/25/2020	797,875.51	801,913.20	1.98%
FHMS KJ03 A1	1/25/2021	1,243,693.92	1,227,857.54	2.07%
FHMS KJ04 A1	10/25/2020	1,973,173.72	1,955,864.90	1.80%
FHMS KP03 A2	7/25/2019	1,247,320.36	1,227,108.35	2.03%
FHMS KP03 A2	7/25/2019	2,524,940.00	2,484,025.00	2.03%
FN 12M9 AQ2	12/25/2017	950,900.37	930,415.05	1.75%
FN 13M12 FA	10/25/2017	40,063.00	40,063.50	1.51%
FN 14M01 AQ2	11/25/2018	870,351.90	868,871.37	1.87%
FN 14M01 AQ2	11/25/2018	487,484.17	483,883.65	1.87%
FN 14M08A FA	5/25/2018	683,336.76	683,875.37	1.36%
FN 14M08A FA	5/25/2018	833,847.77	833,304.84	1.36%
FN 14M9A AQ2	4/25/2017	125,504.96	124,143.84	1.19%
FN 15M13A AQ2	9/25/2019	1,394,440.93	1,380,477.52	1.91%
FN AD0910	4/1/2020	1,543,075.48	1,476,612.05	2.19%
FN AM2422	1/1/2020	3,613,798.00	3,594,768.55	2.00%
GEDFT 142 A	10/20/2019	2,996,367.19	3,002,010.00	1.32%
HAROT 142 A3	3/19/2018	17,816.37	17,853.93	1.19%
HAROT 142 A3	3/19/2018	61,015.46	61,115.37	1.19%
HAROT 142 A3	3/19/2018	59,639.84	59,604.66	1.19%
HAROT 151 A3	10/15/2018	113,105.91	113,091.34	1.27%
HAROT 151 A3	10/15/2018	310,452.18	310,193.40	1.27%
HAROT 153 A3	4/18/2019	1,477,001.05	1,472,448.50	1.37%
HAROT 161 A3	12/18/2019	466,933.64	465,510.27	1.49%
HAROT 161 A3	12/18/2019	1,299,815.27	1,295,853.00	1.49%
HAROT 162 A3	4/15/2020	1,519,970.51	1,516,990.40	1.53%
HAROT 163 A3	5/18/2020	2,929,792.03	2,915,577.98	1.54%
HAROT 163 A3	5/18/2020	1,566,782.03	1,557,692.02	1.54%
HDMOT 152 A2A	1/15/2019	18,335.74	18,365.44	1.18%
JDOT 14 A3	4/16/2018	240,614.62	240,567.54	1.18%
JDOT 14 A3	4/16/2018	42,881.20	42,874.48	1.18%
JDOT 14 A3	4/16/2018	181,811.20	181,762.14	1.18%
JDOT 14 A3	4/16/2018	160,472.42	160,378.36	1.18%
JDOT 14B A3	11/15/2018	154,982.26	155,016.87	1.20%
JDOT 14B A3	11/15/2018	257,467.47	257,400.10	1.20%
JDOT 14B A4	6/15/2021	1,927,406.25	1,925,885.50	1.46%
JDOT 15 A3	6/17/2019	449,859.77	449,041.18	1.38%
JDOT 15 A3	6/17/2019	22,422.81	22,452.06	1.38%
JDOT 15B A2	6/15/2018	170,049.21	170,064.94	1.22%
JDOT 15B A2	6/15/2018	279,561.50	279,598.29	1.22%
JDOT 15B A2	6/15/2018	96,088.01	96,081.89	1.22%
JDOT 15B A3	10/15/2019	349,507.81	349,982.50	1.45%
JDOT 15B A3	10/15/2019	537,897.40	537,973.10	1.45%
JDOT 16 A3	4/15/2020	1,464,769.41	1,461,952.80	1.54%
JDOT 16B A3	6/15/2020	323,895.46	321,987.96	1.70%
JDOT 2017 A3	5/17/2021	1,939,723.74	1,939,262.80	1.80%
TAOT 14B A3	3/15/2018	46,914.33	46,968.56	1.13%
TAOT 14B A3	3/15/2018	187,906.45	187,874.25	1.13%
TAOT 14C A3	7/16/2018	282,808.51	282,605.81	1.34%
TAOT 14C A3	7/16/2018	201,457.54	201,651.02	1.34%
TAOT 14C A3	7/16/2018	883,776.59	883,143.16	1.34%
TAOT 15A A3	2/15/2019	737,611.21	736,205.53	1.33%
TAOT 15A A3	2/15/2019	1,820,532.05	1,819,041.17	1.33%
TAOT 15B A3	5/15/2019	870,484.14	870,061.15	1.36%
TAOT 15C A4	12/15/2020	220,962.50	220,275.00	1.63%
TAOT 16A A3	3/16/2020	974,944.72	972,504.00	1.46%
TAOT 16B A3	4/15/2020	173,991.11	173,439.72	1.54%
TAOT 16B A4	8/16/2021	200,523.44	198,800.00	1.75%
TAOT 16B A4	8/16/2021	496,992.19	497,000.00	1.75%
TAOT 16C A2A	1/15/2019	999,951.50	998,930.00	1.25%
TAOT 16D A2A	5/15/2019	698,578.13	698,789.00	1.31%

**Orange County Transportation Authority
Portfolio Listing
As of March 31, 2017**

TAOT 16D A3	10/15/2020	1,826,771.26	1,814,119.65	1.60%
TAOT 17A A3	2/16/2021	536,936.80	536,935.56	1.74%
TAOT 17A A3	2/16/2021	2,388,718.81	2,388,713.32	1.74%
USAOT 151 A3	6/17/2019	1,525,454.84	1,522,531.35	1.25%
USAOT 151 A4	11/16/2020	492,526.56	489,848.10	1.56%
USAOT 161 A2	3/15/2019	144,818.75	144,870.95	1.24%
USAOT 161 A2	3/15/2019	774,576.17	774,310.25	1.24%
USAOT 161 A3	6/15/2020	895,104.88	890,990.40	1.49%
USAOT 161 A3	6/15/2020	1,999,671.00	1,991,040.00	1.49%
SUB-TOTAL		<u>116,140,797.50</u>	<u>115,535,090.85</u>	
SHORT-TERM PORTFOLIO - TOTAL		<u>\$ 1,298,819,099.64</u>	<u>\$ 1,293,878,498.43</u>	

DEBT SERVICE RESERVE FUNDS

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>REQUIRED AMOUNT</u>	<u>YIELD</u>
<u>91 EXPRESS LANES 2013 BONDS</u>	2030		10,799,437.46	
US BANK COMMERCIAL PAPER	4/4/2017	10,866,647.88		0.47%
FIRST AMERICAN TREAS OBLIGATIONS	N/A	54.97		0.17%
<u>91 EXPRESS LANES 2013 BONDS - OPERATING & MAINTENANCE RESERVES</u>			13,000,000.00	
BANK DEPOSITS	4/3/2017	86,166.50		
OPERATING RESERVE: UPS DISCOUNT CP	4/3/2017	2,998,480.00		0.57%
MAINTENANCE RESERVE: UPS DISCOUNT CP	4/3/2017	9,994,933.33		0.57%
DEBT SERVICE RESERVE FUNDS - TOTAL		<u>\$ 23,946,282.68</u>		

	<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO	<u>\$ 1,445,990,726.97</u>	<u>\$ 1,441,050,125.76</u>



COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: *Laurena* Lauren Wehnert, Clerk of the Board
Subject: Grant Award for the 2017 and 2018 Orange County Fair Express Service

Transit Committee Meeting of April 13, 2017

Present: Directors Do, Jones, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Orange County Fair Express Service.



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Grant Award for the 2017 and 2018 Orange County Fair Express Service

Overview

On April 20, 2017, the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management District is expected to award the Orange County Transportation Authority \$834,222 in grant funds to support the direct operating costs of the Orange County Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the award and execute grant-related agreements.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Orange County Fair Express Service.

Background

Signed into law in September 1990, AB 2766 (Chapter 1705, Statutes of 1990) authorized a \$4.00 per vehicle surcharge on annual motor vehicle registration fees to fund programs that reduce motor vehicle air pollution. AB 2766 mandated that 30 cents of every dollar collected be deposited into a discretionary account managed by the South Coast Air Quality Management District (SCAQMD). To determine which projects to fund, AB 2766 created the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish criteria, evaluate proposed projects, and make final funding recommendations to the SCAQMD Governing Board.

Periodically, the MSRC makes available grant funds on a competitive basis to reduce automobile trips and promote transit usage as a means of reducing

emissions within the South Coast Air Basin, which spans all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties.

On March 3, 2017, the MSRC announced the two-year Major Event Center Transportation grant program, which made available \$5 million to fund the direct operating costs of transit services that specifically serve major event center venues located within the South Coast Air Basin. The purpose of the grant program is to promote event-specific transit service to mitigate traffic congestion and reduce automobile trips at major events.

Discussion

On April 20, 2017, the MSRC Board is expected to award the Orange County Transportation Authority (OCTA) \$834,222 to support the operating costs of the Orange County (OC) Fair Express for the 2017 and 2018 fair seasons. The service will again serve one of the most popular county fairs in the nation, which attracted well over 1.3 million visitors last year. The OC Fair Express service garnered over 95,000 boardings last year, which is a 20 percent increase over the prior year's service in 2015. Moreover, 63 percent of the riders were first time bus riders, and 98 percent were satisfied or very satisfied with the service.

The proposed OC Fair Express has been designed to offer a convenient and attractive alternative to automobile travel by providing reliable and efficient, non-stop express bus service directly to the OC Fair. This year, the service will be available for the five weekends the OC Fair is in operation, starting on Saturday, July 15, 2017, and continuing through Sunday, August 13, 2017. The service will be offered only on Saturday and Sunday, and not on Fridays as in previous years based on other service priorities and vehicle availability.

The OC Fair Express Service will deploy 25 compressed natural gas buses and provide service to the nine transit facilities listed below. The hydrogen fuel cell electric bus will also be used for the service, which will reduce emissions even further. Depending on the route and time of day, the service will be made available every 20 to 40 minutes for 13 hours per day. The first bus will arrive at 11:00 a.m. at the fairgrounds, and the last bus will depart at midnight from the fairgrounds. A map of the nine routes, along with the headways, is presented in Attachment A.

- Fullerton Park and Ride
- Anaheim Regional Transportation Intermodal Center
- Anaheim Canyon Metrolink Station
- The Village at Orange
- Santa Ana Regional Transportation Center
- Golden West Transportation Center
- Irvine Transportation Center
- Laguna Hills Transportation Center
- Junipero Serra Park & Ride

As in previous years, the service will require a \$2.00 fare with all applicable fare discounts and passes accepted. The service is expected to generate over 70,000 boardings for the upcoming fair season, which is an estimate based on ridership data available from last year's service provided on Saturdays and Sundays.

To maximize ridership, OCTA will again be undertaking a joint messaging campaign in partnership with the OC Fair and Event Center. This cooperative effort will position the OC Fair Express as the "Official Transportation Provider for the OC Fair," and provide riders with a coupon allowing admission to the fair for \$3.00, which is an \$11.00 discount off the \$14.00 admission price. The marketing campaign will target both current OCTA customers, as well as new users. The campaign will include promotions in newspapers, direct mail, radio, websites and other electronic media, on-board and exterior bus advertisements, and other outreach activities supported by both OCTA and the OC Fair and Event Center.

The MSRC Major Event Center Transportation Grant program requires a local match of cash and/or in-kind services that is equal to or greater than the MSRC funding request amount. These express services have been tailored to meet the funding limitations which require at least a 50 percent local match contribution. The local match contribution, estimated at \$530,799 each year, will be provided in the form of OCTA staff time, marketing costs, fare and admission discounts, and farebox revenue as allowed by the grant program. The local match will be included in the fiscal year 2017-18 budget.

Summary

On April 20, 2017, the MSRC of the SCAQMD is expected to award OCTA \$834,222 in grant funds to support the direct operating costs of providing the OC Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the grant awards and execute grant funding agreements.

Attachment

A. OC Fair Express Stations Map

Prepared by:

A handwritten signature in blue ink, appearing to read "Ric Teano".

Ric Teano
Section Manager, Grants Development
External Affairs
(714) 560-5716

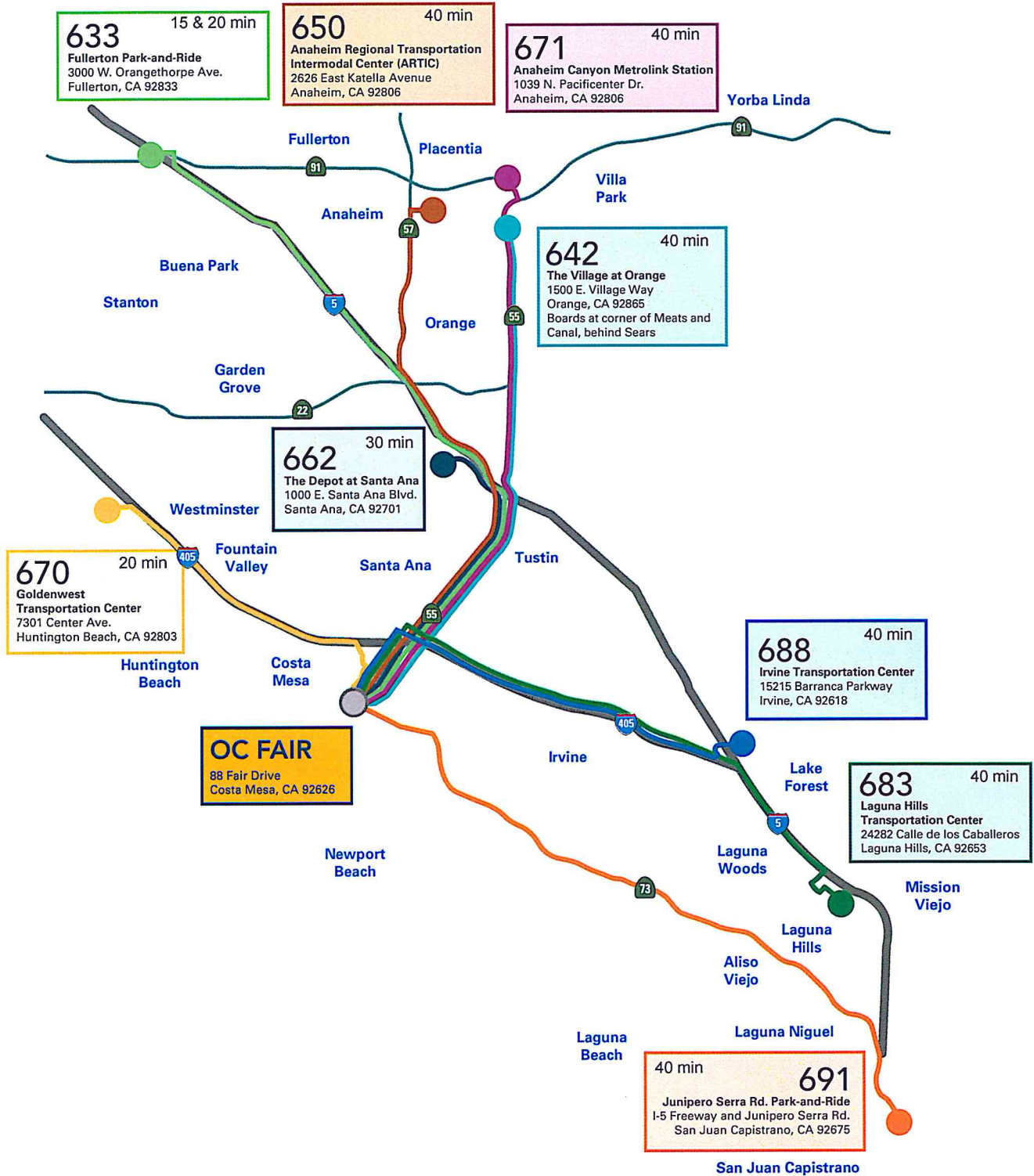
Approved by:

A handwritten signature in blue ink, appearing to read "Lance M. Larson".

Lance M. Larson
Executive Director,
External Affairs
(714) 560-5908




OC Fair Express Stations Map





COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: Laurena Weiner,  Clerk of the Board
Subject: State Legislative Status Report

Legislative and Communications Committee Meeting of April 20, 2017

Present: Directors Bartlett, Delgleize, Murray, Shaw, and Winterbottom
Absent: Directors Davies, Hennessey, and Nelson

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Adopt an OPPOSE position on AB 344 (Melendez, R-Lake Elsinore), which revises the payment process for disputed toll payments.
- B. Adopt an OPPOSE position on SB 150 (Allen, D-Santa Monica), which revises the process to reduce regional greenhouse gas emissions from transportation and land use, prioritizing reduction of vehicle miles travelled and the funding of projects that reduce such and achieve other co-benefits.
- C. Adopt an OPPOSE position on SB 264 (Nguyen, R-Garden Grove), which restricts how excess toll revenues from the Interstate 405 Improvement Project can be spent.



April 20, 2017

To: Legislative and Communications Committee

From: Darrell Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

An update is provided on state legislation to provide additional funding for transportation purposes and a request to the Joint Legislative Audit Committee to analyze fluctuations in transit funding. An oppose position is recommended on three bills related to the toll evasion penalty payment process, requirements to reduce regional greenhouse gas emissions from transportation and land use, and restrictions on the use of excess toll revenues. An update is provided on litigation related to cap-and-trade.

Recommendations

- A. Adopt an OPPOSE position on AB 344 (Melendez, R-Lake Elsinore), which revises the payment process for disputed toll payments.
- B. Adopt an OPPOSE position on SB 150 (Allen, D-Santa Monica), which revises the process to reduce regional greenhouse gas emissions from transportation and land use, prioritizing reduction of vehicle miles travelled and the funding of projects that reduce such and achieve other co-benefits.
- C. Adopt an OPPOSE position on SB 264 (Nguyen, R-Garden Grove), which restricts how excess toll revenues from the Interstate 405 Improvement Project can be spent.

Discussion

Legislature Passes Legislation to Provide Additional Transportation Funding

On April 6, 2017, SB 1 (Beall, D-San Jose) was passed by the State Legislature by a vote of 27-11 in the Senate and 54-26 in the Assembly, narrowly achieving the two-thirds vote required in each house. Senator Cannella (R-Ceres) was the

lone Republican vote on the bill. SB 1 represents a compromise proposal by the Governor, the Senate and Assembly Democratic leadership, Senate Transportation and Housing Committee Chair Jim Beall, (D-San Jose) and Assembly Transportation Committee Jim Frazier (D-Oakley). At the time of the writing of this staff report, the Governor had not yet signed the bill, but it was expected to happen in the coming days. A copy of SB 1 is included as Attachment A.

It is estimated that SB 1 will provide \$52 billion for transportation purposes over the next 10 years, with investments targeted towards fix-it-first purposes on local street and roads and highways, transit operations and maintenance, capital investments, and active transportation. There is no sunset on the revenue sources included in the bill, and with many of the taxes and fees to be indexed for inflation, the funding source may grow in later years.

It is expected that SB 1 will provide increased formula funding for Orange County and the Orange County Transportation Authority (OCTA) as follows, over a 10 year period:

- A doubling of local street and roads funding for each city and the county, that is to be focused on projects such as rehabilitation and maintenance, grade separations, safety projects, complete street components, and traffic control devices. Cities that achieve a pavement condition index over 80 will have additional flexibility to use their funds for expanded eligibility purposes. Projects funded by these provisions will have oversight by the California Transportation Commission (CTC), be subject to reporting requirements, and are to make efforts to use advanced technology, incorporate complete street elements, and make climate adaptation efforts. Overall, \$15 billion is applied statewide over the next ten years. Attachment B shows how much funding is expected, on average, to go to Orange County and each of its cities. This is based on a ten-year revenue estimate, which may include less funding in the early years of the package and more funding in the out years.
- \$741 million in new funds for the State Highway Operation and Protection Program (SHOPP) for Orange County, with the same eligibility parameters, guidelines, and reporting requirements as that provided for the local street and roads funding. Overall, \$15 billion is provided for these purposes statewide. In addition, \$4 billion will be provided over the next ten years for bridge and culvert repairs.
- Over \$18 million in new transit funding per year for Orange County, with about \$13 million eligible for transit capital or operations purposes, and over \$5 million annually for capital purposes. The latter capital funds are subject to reporting requirements with the State Controller.

- The stabilizing of the State Transportation Improvement Program, which is expected to allow for \$825 million in funding for Regional Transportation Improvement Programs statewide over the ten-year period, and \$275 million for the Interregional Transportation Improvement Program. If SB 1 is signed, OCTA will immediately start communications with the CTC about the need to fully fund those projects delayed or cut from the State Transportation Improvement Program in 2016.

In addition, statewide funding will be provided as follows, with OCTA as an eligible recipient or beneficiary:

- \$3 billion in a new Trade Corridors Enhancement Account, allowing statewide funding for corridor-based freight projects nominated by the state and local governments. No specific formula is provided for the program or mandate for guidelines development or oversight.
- \$250 million a year for a new state Congested Corridors Program for projects designed to provide for comprehensive corridor relief, reducing congestion and providing more transportation choices. Administered by the CTC, both regional transportation agencies and the California Department of Transportation (Caltrans) are eligible to apply.
- \$245 million a year for the Transit and Intercity Rail Capital Program for statewide transit capital improvements, administered by California State Transportation Agency (CalSTA).
- \$200 million a year for a state and local partnership program, with funding directed to counties that have voted to impose fees or taxes dedicated to statewide transportation purposes. No specifics are provided related to the formula for distribution, with the CTC to create guidelines by January 1, 2018.
- \$100 million annually for the Active Transportation Program statewide.
- \$40 million a year for intercity and commuter rail purposes, including Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency and Metrolink, with both capital and operating expenses eligible. Funding is to be administered by guidelines created by CalSTA.
- \$25 million a year in Freeway Service Patrol funding statewide.
- \$25 million a year in local planning grants statewide.

Revenues for the investments in the bill come from a variety of sources, including:

- The complete repayment of \$706 million in transportation loans made to the General Fund; funds that were previously diverted for non-transportation purposes.

- A 12 cent gas tax increase that takes effect November 1, 2017, to be adjusted for inflation.
- A re-setting of the price-based excise tax to 17.3 cents starting in July 1, 2019, to be adjusted for inflation.
- A four percent increase in the sales tax on diesel that takes effect November 1, 2017.
- A 20 cent diesel tax increase that takes effect November 1, 2017, to be indexed for inflation.
- A new transportation improvement fee starting on January 1, 2018, which will be based on the cost of the vehicle, ranging from \$25-\$175, to be adjusted for inflation.
- A \$100 road improvement fee for zero-emission vehicles starting for 2020 model cars and later. A study is also required by the bill to analyze future methodologies to raise revenue from zero-emission and low-emission vehicles.
- Caltrans efficiency measures estimated to generate \$100 million annually.

Several reforms were also included in the bill, including:

- The creation of a Senate-confirmed position of Inspector General appointed by the Governor within Caltrans to audit and investigate state and local projects to ensure expenditures are done in conformance with existing law.
- The development of an advanced mitigation program for projects receiving state funding.
- Increased CTC oversight over Caltrans projects within the SHOPP, with additional performance measures.
- A constitutional measure contained in a companion bill protecting new fees from diversion contained in SCA 5 (Frazier, D-Oakley).

It is expected much activity will occur over the coming months related to distribution and guideline development for the newly created funds. In addition, still pending in the Legislature is SB 132 (Committee in Budget and Fiscal Review), which includes various reforms and funding allocations directed at regions of the state where swing-district Legislators voting for SB 1 originate. This includes \$427 million for projects in Riverside County, \$400 million for the Altamont Corridor Express, \$100 million for University of California Merced, and \$50 million for a zero-emission warehouse program. In addition, this language is linked to SB 496 (Cannella, R-Ceres), a bill sponsored by the American Council of Engineering Companies, which allows for indemnity provisions for design professionals on infrastructure projects. A similar bill, which OCTA opposed, failed last year.

Joint Legislative Audit Committee Request Regarding Transit Funding

On March 29, 2017, the Joint Legislative Audit Committee approved, on consent, an audit request submitted by Assembly Member Tom Daly (D-Anaheim) and Assembly Member Todd Gloria (D-San Diego) to analyze the assessment and distribution of the Local Transportation Fund (LTF), including how various exemptions and exclusions may be impacting the distribution of funds. Specifically, the request will also analyze the impact the point-of-sale determination for internet sales is having on LTF revenues and their distribution. It is expected that the audit will be completed by the end of the year.

The LTF was originally instituted as part of the Transportation Development Act in 1971, directing revenues from a 0.25 cent sales and use tax primarily for public transportation purposes. Each California County Board of Supervisors was required to create the fund for their respective county, which Orange County did in 1972. The LTF now serves as the primary source of transit funding for Orange County.

Traditionally, LTF receipts have kept pace with sales tax revenues from other local transportation sales taxes. However, since 2013, those growth rates have not been consistent. In Orange County, this has led to a difference between the sales tax growth rate for the LTF and that for the local transportation sales tax, Measure M2. LTF receipts have historically funded about 50 percent of OCTA's bus operations. Based on a new forecast methodology, OCTA's LTF revenues are expected to decrease from \$5.4 billion to \$4.4 billion over the next 20 years. This has dramatically impacted the ability to provide consistent transit services within Orange County. Recently, the County of San Diego began discussing similar issues.

It is expected with this audit, information will be provided by the State Auditor that will allow OCTA to understand the overall impacts internet sales and other sales tax exclusions and variances are having on the LTF, the long-term projections for the funding source, and where else in the state these issues are most prominent. It is also believed that this effort will allow for additional clarity regarding potential statutory options that can provide more consistency for the LTF and inform potential, future sponsor bill efforts.

AB 344 (Melendez, R-Lake Elsinore): Toll Evasion Violations

AB 344 would require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to only have to pay the penalty after exhausting all potential forms of appeal. Existing law states that if the person contesting a notice of toll evasion violation or delinquent toll evasion violation is not satisfied with the results of the initial investigation, then that person, within 15 days of the

mailing of the results of the investigation, must deposit the full amount of the toll evasion penalty and request an administrative review.

OCTA is the owner and operator of the 91 Express Lanes. Under existing practice, if a person contacts OCTA disputing a toll violation notice, OCTA investigates the toll violation to ensure that the correct vehicle was cited, the time/location was correct on the citation, that no payment was made, and that the correct party was cited. If these factors are confirmed, then OCTA continues enforcement of the toll penalty. There is no payment required for this process. Overall, OCTA receives about 5,500 challenges annually to toll violations.

After the investigative stage, the contestant can then appeal the results to an administrative hearing. When this occurs, a person will be required to deposit the total amount of the toll violation plus penalties unless: a) the person is an account patron and the violation arose out of the same operative facts, then deposit is toll and penalties amount or \$250, whichever is less; or b) if person is a non-patron and toll violations all arose out of same operative facts, then deposit shall be tolls plus either \$250 or \$250 plus 10 percent of penalties above \$1000, whichever is greater. OCTA will decrease or waive these deposits in cases where the person can prove economic hardship.

Currently, it is estimated that OCTA has about 17-18 cases each year that move forward with an administrative action. In 89 percent of these cases, the toll violation is upheld. Each of these hearings is completed at an OCTA facility, where a hearing officer must be brought in for the case. On average, the cost for each administrative hearing is \$450.

Without requiring a person challenging a toll penalty to provide some form of payment prior to the hearing, more of an incentive is provided for a person to challenge the penalty until the final stage of the process in order to avoid paying the penalty. This could be especially problematic for repeat offenders. It also can lead to exponentially more people deciding to go to later stages of the appeal process since it does not impact their financial position in any way. This will increase associated costs for OCTA and impact OCTA's ability to enforce toll policies.

Consistent with the 2017-2018 OCTA State Legislative Platform's principles to, "Support efforts to preserve local flexibility in the administration of toll lanes," an OPPOSE position is recommended on AB 344. A copy of the bill and analysis is included as Attachment C. The Transportation Corridor Agencies also have an oppose position on AB 344. The bill is sponsored by the American Civil Liberties Union.

SB 150 (Allen, D-Santa Monica): Regional Transportation Plans

SB 150 (Allen, D-Santa Monica) would amend the process for setting regional greenhouse gas emission targets under SB 375 (Chapter 728, Statutes of 2008), which sets a framework for regions to reduce greenhouse gas emissions through the adoption of a sustainable communities strategy (SCS) as part of the regional transportation plan (RTP) process through a bottoms-up approach. SB 150 amends this process by requiring the California Air Resources Board (ARB), in updating the targets, to also take into account additional state greenhouse gas emission reduction goals, including that in SB 32 (Chapter 249, Statutes of 2016), which set the statewide goal of reducing greenhouse gas emissions 40 percent by 2030. In addition, the bill goes further to specify that these targets are to be set using the latest available climate science and that the reductions are to be met by reductions in vehicle miles traveled (VMT). By specifying VMT, this changes the focus from overall greenhouse gas reductions to a focus on VMT reductions. The ARB would also have to hold two additional public hearings as they revise the greenhouse gas targets.

Under SB 150, each SCS would also have to include an appendix that outlines the region's planning and programming activities to prioritize projects for programming that reduce VMT and maximize co-benefits, including public health, social equity, and conservation. Criteria to be considered in prioritizing projects are to include, but not be limited to, a reduction in per capital carbon dioxide emissions from cars and light trucks, a reduction in VMT by 15 percent by cars and light trucks by 2050, an increase in the average daily time spent walking or bicycling for transportation purposes, and the decrease in the share of low-income or lower middle-income residents' household income consumed by transportation and housing.

By 2022, in the Southern California Associated Governments (SCAG) region, if the region is unable to meet the SB 375 targets, each county transportation commission, such as OCTA, is to prioritize projects for funding pursuant to the appendix developed pursuant to SB 150. This is regardless of whether SCAG develops an alternative planning strategy (APS) pursuant to SB 375, which details how the region could meet the targets if unconstrained by funding limitations and other issues. This requirement applies to no other region in the state.

Beginning in 2018, the ARB is also to monitor each metropolitan planning organization's SCS or APS and prepare a report to the CTC assessing whether each region is on track to reduce VMT 15 percent by 2050. This report is to be provided every four years thereafter.

SB 150 would significantly change the bottoms-up approach envisioned by SB 375, which allowed regional flexibility in the meeting of the regional greenhouse gas emission reduction targets, and shift the focus to project-by-project analysis and VMT reductions. This framework does not allow for the regions to balance regional transportation investment strategies to best meet the targets. In addition, it could lead to the prioritization of investments solely on the basis of environmental goals, rather than taking a comprehensive approach that looks at economic benefits, land use changes, housing, demographic changes, and need. Because many of the projects in the RTP and SCS have a multitude of funding sources associated with their implementation, this prioritization process could jeopardize other sources of funding and force local sales tax measures to be implemented in a manner that may not be consistent with voter intent.

While supportive of a robust public process and transparency in the implementation of SB 375, it is unclear how a four-year reporting period will inform the meeting of the reduction goals. ARB already has the opportunity to review the reduction targets at this timeframe, if necessary. This new process may not allow for an accurate portrayal of the actual emission reductions resulting from regional strategies, which often take years to accrue as large transportation capital investments are made and land use changes.

VMT is also an arbitrary measure with which to base greenhouse gas emission reductions, lacking a direct correlation as vehicles become more efficient. Instead many of the strategies to reduce VMT are associated with land use changes, over which local governments maintain control. In addition, the goal of reducing VMT by 15 percent has been clarified by the ARB as an overall state goal, which should not solely be the burden of SB 375. If SB 150 were to focus on greenhouse gas emission reductions, as SB 375 originally intended, strategies should be created which allow for additional funding and planning tools which allow regions to meet the statewide goals. Instead, SB 150 is forcing implementation of SB 375 in a manner that divests control from the regions and arbitrarily prioritizes projects for funding without a clear nexus to greenhouse gas emission reductions. No new funding or implementation tools are offered to help assist in implementation.

Consistent with the 2017-2018 OCTA State Legislative Platform's principles to oppose efforts to link or reprioritize local and state transportation funding to support the state's greenhouse gas reduction initiatives and to support local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives, an OPPOSE position is recommended on SB 150. A copy of the bill and analysis is included as Attachment D. Groups also opposed to SB 150 include the California Councils of Governments, California Building Industry Association, California Chamber of Commerce, and the California Realtors Association.

Groups supporting the bill include a coalition of environmental and equity groups including the Natural Resources Defense Council, TransForm, Sierra Club, Safe Routes to Schools, and the American Lung Association.

SB 264 (Nguyen, R-Garden Grove): High-Occupancy Toll Lanes: Interstate 405 Improvement Project High-Occupancy Toll Lanes

SB 264 (Nguyen, R-Garden Grove) would detail allocation requirements for the net excess toll revenues from the high-occupancy toll lanes on OCTA's Interstate 405 Improvement Project, superseding the process outlined under AB 194 (Chapter 687, Statutes of 2015). Under SB 264, "net excess toll revenues" is defined as the revenues available for transportation improvements after debt service and debt service coverage ratios are met, and operating and major maintenance reserves are fully funded. The excess revenues would then be allocated as follows:

- 20 percent to OCTA
- 70 percent to be equally distributed to project corridor jurisdictions along the project corridor, which is defined to include the cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach. This does not include any unincorporated areas within that region.
- 10 percent to be equally distributed to project corridor jurisdictions not along the project corridor, which is defined to include the cities of Santa Ana, Garden Grove, Stanton, Los Alamitos, and County of Orange.

Expenditures of the net excess toll revenues would be limited to capital improvements, operational improvements, and maintenance to on-ramps, off-ramps, connectors, roadways, and bridges related to the tolled or non-tolled lanes within three miles of the Interstate 405 Improvement Project high-occupancy toll lanes. There is no allowance for these revenues to be included for such things as transit and active transportation, as authorized under AB 194.

Utilizing the authority granted under AB 194 for regional transportation agencies to apply to the CTC to implement locally-controlled toll lanes, OCTA was unanimously granted the authority by the CTC on May 18, 2016, to implement a toll facility on Interstate 405. Also pursuant to AB 194, OCTA has executed a toll operating agreement with Caltrans on terms and conditions related to the facility, including operational management and use of revenues. OCTA is currently in the process of working with the federal government to secure a Transportation Infrastructure Finance and Innovation Act loan for the project, and plans to begin construction on the project at the beginning of 2018.

SB 264 significantly infringes upon the local control granted by AB 194 to regional transportation agencies implementing toll facilities, creating a state mandated process for distributing any excess revenues that may result from the project. This is regardless of the fact that the regional transportation agencies, like OCTA, are taking the risk of investing and operating such a facility and securing associated financing. Instead, SB 264 allocates most excess revenues from the project to entities that do not have any investment or liability associated with the facility. This legislation will signify to agencies seeking to implement these facilities that the state may choose at any time to alter the careful agreements entered into as part of the AB 194 process, likely deterring future implementation. This is despite each project being extensively reviewed and monitored by the CTC, and close involvement by Caltrans.

Under current projections for the Interstate 405 Improvement Project, it remains unclear when excess toll revenues will begin to accrue for the facility, if ever. Much of this depends on agreements negotiated with credit or financing agencies, and the operational and management terms agreed to between OCTA and its vendors. Already, the definition of "net excess toll revenues" is inconsistent with the provisions of AB 194, agreements with Caltrans, and potential financing agreements. The inconsistency introduced by SB 264 would complicate the ability for regional transportation agencies and other sponsoring entities to obtain the needed funding or financing for these projects to ensure that the facilities are implemented in the most cost-effective manner, preserving key operating features for the facilities advocated by local governments. This could include occupancy requirements and other features.

Ignoring OCTA's long-standing successful experience associated with the 91 Express Lanes and the multi-modal investments made from revenues generated from that facility, SB 264 provides that most excess revenues will go to the cities surrounding the newly defined Interstate 405 corridor, limiting the revenues that will be used by OCTA. Without estimates of the excess revenues to be generated, it is unclear how much each city will receive, or OCTA. If the revenues are limited, this will inhibit the ability to provide for any transportation improvements to the corridor or benefits to those driving in the corridor. In addition, the bill prohibits investment in many multi-modal improvements in the corridor, including for transit services and active transportation purposes, preventing efforts to further help alleviate congestion. This is despite statewide environmental standards that agencies must meet related to transportation. Investment limitations and allocation between OCTA and the cities are done in an arbitrary manner that does not take into account the needs surrounding the corridor or improvements that can provide regional benefits to the users of the facility. Furthermore, not all cities that are within a three-mile radius of the corridor are eligible for funding from the project.

Consistent with the 2017-2018 OCTA State Legislative Platform's principles to, "Support efforts to preserve local flexibility in the administration of toll lanes," an OPPOSE position is recommended on SB 264. A copy of the bill and analysis is included as Attachment E.

Cap-and-Trade Litigation

On April 6, 2017, the State Court of Appeals upheld the validity of the cap-and-trade program, rejecting claims by the California Chamber of Commerce that cap-and-trade represented an unlawful tax that did not receive the required two-thirds vote. Instead, the ruling analyzes the cap-and-trade auction as a voluntary program that conveys value in the allocation of allowances and, therefore, is not consistent with the traditional categories of tax or fee and, therefore, not subject to their associated restrictions.

It is expected that this ruling will likely be appealed to the California Supreme Court. In the meantime, because of the lack of legal certainty surrounding the program, revenues generated have exponentially decreased from what was projected. The last auction generated only \$8 million, much less than the \$600 million that would have been raised if all allowances offered were sold. Simultaneously to the litigation, Governor Brown has asked the Legislature to re-affirm the cap-and-trade program by a two-thirds vote this year. Staff will provide details on this effort as it moves forward.

Summary

An update is provided on legislation providing additional transportation funding and a Joint Legislative Audit Committee request related to transit funding. Oppose positions are recommended on bills related to the process for contesting toll violations, regional greenhouse gas emission reduction targets for transportation and land use, and excess toll expenditures. An update is provided on the cap-and-trade program.

Attachments

- A. SB 1 (Beall, D-San Jose) Bill Language
- B. SB 1 (Beall, D-San Jose) City and County Revenue Estimates
- C. AB 344 (Melendez, R-Lake Elsinore) Bill Analysis with Bill Language
- D. SB 150 (Allen, D-Santa Monica) Bill Analysis with Bill Language
- E. SB 264 (Nguyen, R-Garden Grove) Bill Analysis with Bill Language
- F. Orange County Transportation Authority Legislative Matrix

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AMENDED IN SENATE APRIL 3, 2017

AMENDED IN SENATE MARCH 30, 2017

AMENDED IN SENATE JANUARY 26, 2017

SENATE BILL

No. 1

Introduced by Senator Beall

(Principal coauthor: Assembly Member Frazier)

(Coauthors: Senators Atkins, Dodd, Hertzberg, Hill, McGuire,

Mendoza, Monning, Skinner, Wieckowski, and Wiener)

(Coauthors: Assembly Members Low, Mullin, and Santiago)

December 5, 2016

An act to amend Section 14526.5 of, to add Sections 14033, 14110, 14526.7, 14556.41, and 16321 to, to add Chapter 5 (commencing with Section 14460) to Part 5 of Division 3 of Title 2 of, to repeal Sections 63048.66, 63048.67, 63048.7, 63048.75, 63048.8, and 63048.85 of, and to repeal and add Section 63048.65 of, the Government Code, to add Section 43021 to the Health and Safety Code, to amend Section 99312.1 of, and to add Sections 99312.3, 99312.4, and 99314.9 to, the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of, to add Sections 7361.2, 7653.2, 60050.2, and 60201.4 to, and to add Chapter 6 (commencing with Section 11050) to Part 5 of Division 2 of, the Revenue and Taxation Code, to amend Sections 2104, 2105, 2106, and 2107 of, to add Sections 2103.1 and 2192.4 to, to add Article 2.5 (commencing with Section 800) to Chapter 4 of Division 1 of, and to add Chapter 2 (commencing with Section 2030) and Chapter 8.5 (commencing with Section 2390) to Division 3 of, the Streets and Highways Code, and to amend Section 4156 of, and to add Sections 4000.15 and 9250.6 to, the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1, as amended, Beall. Transportation funding.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020.

This bill would annually set aside \$200,000,000 of the funds available for the program to fund road maintenance and rehabilitation purposes in counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees, as defined, which taxes or fees are dedicated solely to transportation improvements. These funds would be continuously appropriated for allocation pursuant

to guidelines to be developed by the California Transportation Commission in consultation with local agencies. The bill would require \$100,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on the Active Transportation Program. The bill would require \$400,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on state highway bridge and culvert maintenance and rehabilitation. The bill would require \$5,000,000 of the funds available for the program that are not restricted by Article XIX of the California Constitution to be appropriated each fiscal year to the California Workforce Development to assist local agencies to implement policies to promote preapprenticeship training programs to carry out specified projects funded by the account. The bill would require \$25,000,000 of the funds available for the program to be annually transferred to the State Highway Account for expenditure on the freeway service patrol program. The bill would require \$25,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on local planning grants. The bill would authorize annual appropriations of \$5,000,000 and \$2,000,000 of the funds available for the program to the University of California and the California State University, respectively, for the purpose of conducting transportation research and transportation-related workforce education, training, and development, as specified. The bill would require the remaining funds available for the program to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on the department and agencies receiving these funds. The bill would authorize a city or county to spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to the program if the city's or county's average Pavement Condition Index meets or exceeds 80.

(2) Existing law creates the Department of Transportation within the Transportation Agency.

This bill would create the Independent Office of Audits and Investigations within the department, with specified powers and duties. The bill would provide for the Governor to appoint the director of the office for a 6-year term, subject to confirmation by the Senate, and would provide that the director, who would be known as the inspector general, may not be removed from office during the term except for

good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General with respect to the department and local agencies receiving state and federal transportation funds through the department, and would require an annual report to the Legislature and Governor.

This bill would require the department to update the Highway Design Manual to incorporate the “complete streets” design concept by January 1, 2018. The bill would require the department to develop a plan by January 1, 2020, to increase by up to 100% the dollar value of contracts awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises, as specified.

(3) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill would identify the amount of outstanding loans from certain transportation funds as \$706,000,000. The bill would require the Department of Finance to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to various state and local transportation purposes.

(4) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds.

This bill would deposit the revenues attributable to 50% of the \$0.20 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridors Enhancement Fund, to be expended on corridor-based freight projects nominated by local agencies and the state.

(5) Article XIX of the California Constitution requires gasoline excise tax revenues from motor vehicles traveling upon public streets and highways to be deposited in the Highway Users Tax Account, for allocation to city, county, and state transportation purposes. Existing law generally provides for statutory allocation of gasoline excise tax revenues attributable to other modes of transportation, including

aviation, boats, agricultural vehicles, and off-highway vehicles, to particular accounts and funds for expenditure on purposes associated with those other modes, except that a specified portion of these gasoline excise tax revenues is deposited in the General Fund. Expenditure of the gasoline excise tax revenues attributable to those other modes is not restricted by Article XIX of the California Constitution.

This bill, commencing November 1, 2017, would transfer the gasoline excise tax revenues attributable to boats and off-highway vehicles from the new \$0.12 per gallon increase, and future inflation adjustments from that increase, to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, and boating programs. The bill would allocate revenues from future inflation adjustments of the existing gasoline excise tax rate attributable to the nonhighway modes pursuant to existing law.

(6) Existing law, as of July 1, 2011, increases the sales and use tax on diesel and decreases the excise tax, as provided. Existing law requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the various changes in the taxes imposed on gasoline and diesel are revenue neutral.

This bill would eliminate, effective July 1, 2019, the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates and would reimpose on that date the higher gasoline excise tax rate that was in effect on July 1, 2010, in addition to the increase in the rate described in (1) above that becomes effective on November 1, 2017.

Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these and other revenues in the account to the Controller for allocation by formula to transportation agencies for public transit purposes under the State Transit Assistance Program. Existing law provides for appropriation of other revenues in the account to the Department of Transportation for various other transportation purposes, including intercity rail purposes.

This bill would increase the additional sales and use tax rate on diesel fuel by an additional 4%. The bill would restrict expenditures of revenues attributable to the 3.5% rate increase to transit capital purposes and certain transit services and would require a recipient transit agency

to comply with certain requirements, including submitting a list of proposed projects to the Department of Transportation, as a condition of receiving a portion of these funds under the State Transit Assistance Program. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. By increasing the amount of revenues in the Public Transportation Account that are continuously appropriated, the bill would thereby make an appropriation. The bill would require the revenues attributable to the remaining 0.5% rate increase to be continuously appropriated to the Transportation Agency for intercity rail and commuter rail purposes. The bill would also allocate a portion of the new transportation improvement fee to the State Transit Assistance Program.

(7) Existing law provides for the state to receive certain compact assets, as defined, from designated tribal compacts relative to Indian gaming, and authorized the compact assets to be sold by the Infrastructure and Economic Development Bank to a special purpose trust in order to generate state revenues. Existing law designated certain of these revenues to be used to repay certain loans of transportation funds that were made to the General Fund.

This bill would delete the references to the special purpose trust and revise payments to various transportation accounts to be made from compact assets. The bill would repeal various other related provisions.

(8) Existing law creates the Traffic Congestion Relief Program and identifies various specific projects eligible to receive funding.

This bill would deem the Traffic Congestion Relief Program to be complete and final as of June 30, 2017, and would provide that projects without approved applications are no longer eligible for funding.

(9) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it

determines that the program is not sufficiently consistent with the asset management plan.

This bill would require the commission, as part of its review of the program, to hold at least one hearing in northern California and one hearing in southern California regarding the proposed program. The bill would require the department to submit any change to a programmed project as an amendment to the commission for its approval.

This bill, on and after July 1, 2017, would also require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(10) Existing law generally provides for transportation capital improvement projects to be nominated and programmed through the state highway operation and protection program, relative to state highway rehabilitation and similar projects, or through the state transportation improvement program, relative to capacity enhancements and other capital projects.

This bill would create the Solutions for Congested Corridors Program, with funding appropriated for the program from a portion of the new transportation improvement fee to be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state and that are part of a comprehensive corridor plan. The bill would provide for regional transportation agencies and the Department of Transportation to nominate projects, with preference to be given to projects that demonstrate collaboration between the regional agencies and the department.

(11) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a

significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would establish the Advance Mitigation Program in the Department of Transportation to enhance communications between the department and stakeholders to, among other things, protect natural resources and accelerate project delivery. The bill would require the department to set aside not less than \$30,000,000 annually for 4 years for the program from capital outlay revenues.

(12) Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution.

This bill would prohibit, except as specified, the requiring of the retirement, replacement, retrofit, or repower of a self-propelled commercial motor ~~vehicle, directly or indirectly,~~ vehicle during a specified period. *The bill would require the state board to, by January 1, 2025, evaluate the impact of these provisions on state and local clean air efforts to meet state and local clean air goals, as provided.*

(13) Existing law prohibits a person from driving, moving, or leaving standing upon a highway any motor vehicle, as defined, that has been registered in violation of provisions regulating vehicle emissions.

This bill, effective January 1, 2020, would require the Department of Motor Vehicles to confirm, prior to the initial registration or the transfer of ownership and registration of a diesel-fueled vehicle with a gross vehicle weight rating of more than 14,000 pounds, that the vehicle is compliant with, or exempt from, applicable air pollution control technology requirements, pursuant to specified provisions. The bill would require the department to refuse registration, or renewal or transfer of registration, for certain diesel-fueled vehicles, based on weight and model year, that are subject to specified provisions relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use diesel-fueled vehicles. The bill would authorize the department to allow registration, or renewal or transfer of registration, for any diesel-fueled vehicle that has been reported to the State Air Resources Board, and is using an approved exemption, or is compliant with applicable air pollution control technology requirements, pursuant to specified provisions.

Existing law authorizes the department, in its discretion, to issue a temporary permit to operate a vehicle when a payment of fees has been accepted in an amount to be determined by the department and paid to the department by the owner or other person in lawful possession of the vehicle.

This bill would additionally authorize the department to issue a temporary permit to operate a vehicle for which registration is otherwise required to be refused under the provisions of the bill, as prescribed.

(14) The bill would enact other related provisions.

(15) This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: yes. Fiscal committee: yes.

State-mandated local program: no.

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

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) Over the next 10 years, the state faces a \$59 billion shortfall
4 to adequately maintain the existing state highway system in order
5 to keep it in a basic state of good repair.

6 (b) Similarly, cities and counties face a \$78 billion shortfall
7 over the next decade to adequately maintain the existing network
8 of local streets and roads.

9 (c) Statewide taxes and fees dedicated to the maintenance of
10 the system have not been increased in more than 20 years, with
11 those revenues losing more than 55 percent of their purchasing
12 power, while costs to maintain the system have steadily increased
13 and much of the underlying infrastructure has aged past its expected
14 useful life.

15 (d) California motorists are spending \$17 billion annually in
16 extra maintenance and car repair bills, which is more than \$700
17 per driver, due to the state's poorly maintained roads.

18 (e) Failing to act now to address this growing problem means
19 that more drastic measures will be required to maintain our system
20 in the future, essentially passing the burden on to future generations
21 instead of doing our job today.

22 (f) A funding program will help address a portion of the
23 maintenance backlog on the state's road system and will stop the
24 growth of the problem.

1 (g) Modestly increasing various fees can spread the cost of road
2 repairs broadly to all users and beneficiaries of the road network
3 without overburdening any one group.

4 (h) Improving the condition of the state's road system will have
5 a positive impact on the economy as it lowers the transportation
6 costs of doing business, reduces congestion impacts for employees,
7 and protects property values in the state.

8 (i) The federal government estimates that increased spending
9 on infrastructure creates more than 13,000 jobs per \$1 billion spent.

10 (j) Well-maintained roads benefit all users, not just drivers, as
11 roads are used for all modes of transport, whether motor vehicles,
12 transit, bicycles, or pedestrians.

13 (k) Well-maintained roads additionally provide significant health
14 benefits and prevent injuries and death due to crashes caused by
15 poorly maintained infrastructure.

16 (l) A comprehensive, reasonable transportation funding package
17 will do all of the following:

18 (1) Ensure these transportation needs are addressed.

19 (2) Fairly distribute the economic impact of increased funding.

20 (3) Restore the gas tax rate previously reduced by the State
21 Board of Equalization pursuant to the gas tax swap.

22 (4) Direct increased revenue to the state's highest transportation
23 needs.

24 (m) This act presents a balance of new revenues and reasonable
25 reforms to ensure efficiency, accountability, and performance from
26 each dollar invested to improve California's transportation system.
27 The revenues designated in this act are intended to address both
28 state and local transportation infrastructure needs as follows:

29 (1) The revenues estimated to be available for allocation under
30 the act to local agencies are estimated over the next 10 years to be
31 as follows:

32 (A) Fifteen billion dollars (\$15,000,000,000) to local street and
33 road maintenance.

34 (B) Seven billion five hundred million dollars (\$7,500,000,000)
35 for transit operations and capital.

36 (C) Two billion dollars (\$2,000,000,000) for the local
37 partnership program.

38 (D) One billion dollars (\$1,000,000,000) for the Active
39 Transportation Program.

1 (E) Eight hundred twenty-five million dollars (\$825,000,000)
2 for the regional share of the State Transportation Improvement
3 Program.

4 (F) Two hundred fifty million dollars (\$250,000,000) for local
5 planning grants.

6 (2) The revenues estimated to be available for allocation under
7 the act to the state are estimated over the next 10 years to be as
8 follows:

9 (A) Fifteen billion dollars (\$15,000,000,000) for state highway
10 maintenance and rehabilitation.

11 (B) Four billion dollars (\$4,000,000,000) for highway bridge
12 and culvert maintenance and rehabilitation.

13 (C) Three billion dollars (\$3,000,000,000) for high priority
14 freight corridors.

15 (D) Two billion five hundred million dollars (\$2,500,000,000)
16 for congested corridor relief.

17 (E) Eight hundred million dollars (\$800,000,000) for parks
18 programs, off-highway vehicle programs, boating programs, and
19 agricultural programs.

20 (F) Two hundred seventy-five million dollars (\$275,000,000)
21 for the interregional share of the State Transportation Improvement
22 Program.

23 (G) Two hundred fifty million dollars (\$250,000,000) for
24 freeway service patrols.

25 (H) Seventy million dollars (\$70,000,000) for transportation
26 research at the University of California and the California State
27 University.

28 (n) It is the intent of the Legislature that the Department of
29 Transportation meet the following preliminary performance
30 outcomes for additional state highway investments by the end of
31 2027, in accordance with applicable state and federal standards:

32 (1) Not less than 98 percent of pavement on the state highway
33 system in good or fair condition.

34 (2) Not less than 90 percent level of service achieved for
35 maintenance of potholes, spalls, and cracks.

36 (3) Not less than 90 percent of culverts in good or fair condition.

37 (4) Not less than 90 percent of the transportation management
38 system units in good condition.

39 (5) Fix not less than an additional 500 bridges.

(o) Further, it is the intent of the Legislature that the Department of Transportation leverage funding provided by this act for trade corridors and other highly congested travel corridors in order to obtain matching funds from federal and other sources to maximize improvements in the state's high-priority freight corridors and in the most congested commute corridors.

(p) Constitutionally protecting the funds raised by this act ensures that these funds are to be used only for transportation purposes necessary to repair roads and bridges, expand the economy, and protect natural resources.

(q) This act advances greenhouse gas reduction objectives and other environmental goals by focusing on "fix-it-first" projects, investments in transit and active transportation, and supporting Senate Bill 375 (Chapter 728, Statutes of 2008) and transportation plans.

SEC. 2. This act shall be known, and may be cited as, the Road Repair and Accountability Act of 2017.

SEC. 3. Section 14033 is added to the Government Code, to read:

14033. On or before January 1, 2018, the department shall update the Highway Design Manual to incorporate the "complete streets" design concept.

SEC. 4. Section 14110 is added to the Government Code, to read:

14110. Consistent with federal and state laws and regulations, including, but not limited to, the department's goal setting methodology as approved by the Federal Highway Administration, the department shall develop a plan by January 1, 2020, to increase by up to 100 percent the dollar value of contracts and procurements awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises. The plan shall include the use of targeted media, including minority and women business enterprises, to outreach to these businesses and shall be provided to the Legislature pursuant to Section 9795.

SEC. 5. Chapter 5 (commencing with Section 14460) is added to Part 5 of Division 3 of Title 2 of the Government Code, to read:

1 CHAPTER 5. DEPARTMENT OF TRANSPORTATION INDEPENDENT
2 OFFICE OF AUDITS AND INVESTIGATIONS
3

4 14460. (a) There is hereby created in the department the
5 Independent Office of Audits and Investigations to ensure all of
6 the following:

7 (1) The department, and external entities that receive state and
8 federal transportation funds from the department, are spending
9 those funds efficiently, effectively, economically, and in
10 compliance with applicable state and federal requirements. Those
11 external entities include, but are not limited to, private for profit
12 and nonprofit organizations, local transportation agencies, and
13 other local agencies that receive transportation funds either through
14 a contract with the department or through an agreement or grant
15 administered by the department.

16 (2) The department's programs are functioning consistent with
17 applicable accounting standards and practices and are administered
18 effectively, efficiently, and economically.

19 (3) The department's management is accomplishing
20 departmental priorities, developing an annual audit plan,
21 administering an effective enterprise risk management program,
22 and is making efficient, effective, and financially responsible
23 transportation decisions.

24 (4) The Secretary of Transportation, the Legislature, the
25 California Transportation Commission, and the director and chief
26 deputy director of the department are fully informed concerning
27 fraud, improper activities, or other serious abuses or deficiencies
28 relating to the expenditure of transportation funds or administration
29 of department programs and operations.

30 (b) The Governor shall appoint the director of the Audits and
31 Investigations Office, who shall serve a six-year term, have the
32 title of Inspector General, and be subject to Senate confirmation.
33 The Inspector General may not be removed from office during
34 that term, except for good cause. The reasons for removal of the
35 Inspector General shall be stated in writing and shall include the
36 basis for removal. The writing shall be sent to the Secretary of the
37 Senate and the Chief Clerk of the Assembly at the time of the
38 removal and shall be deemed to be a public document.

39 (c) The Inspector General is vested with the full authority to
40 exercise all responsibility for maintaining a full scope, independent,

1 and objective audit and investigation program as prescribed by
2 Sections 1237, 13885, 13886.5, 13887.5, and 13888, including,
3 but not limited to, those activities described in Section 14461.

4 (d) Notwithstanding Section 13887, in order to achieve
5 independence and objectivity pursuant to this section, the
6 Independent Office of Audits and Investigation shall meet all of
7 the following requirements:

8 (1) The Inspector General shall report all audit and confidential
9 investigation findings and recommendations made under his or
10 her jurisdiction to the Secretary of Transportation and the director
11 and chief deputy director of the department on an ongoing and
12 current basis.

13 (2) The Inspector General shall report at least annually, or upon
14 request, to the Governor, the Legislature, and the California
15 Transportation Commission with a summary of his or her
16 investigation and audit findings and recommendations. The
17 summary shall be posted on the office's Internet Web site and shall
18 otherwise be made available to the public upon its release to the
19 Governor, commission, and Legislature. The summary shall
20 include, but need not be limited to, significant problems discovered
21 by the Inspector General and whether the Inspector General's
22 recommendations relative to audits and investigations have been
23 implemented by the affected units and programs of the department
24 or affected external entities. The report shall be submitted to the
25 Legislature in compliance with Section 9795.

26 14461. The Inspector General shall review policies, practices,
27 and procedures and conduct audits and investigations of activities
28 involving state transportation funds administered by the department
29 in consultation with all affected units and programs of the
30 department and external entities.

31 SEC. 6. Section 14526.5 of the Government Code is amended
32 to read:

33 14526.5. (a) Based on the asset management plan prepared
34 and approved pursuant to Section 14526.4, the department shall
35 prepare a state highway operation and protection program for the
36 expenditure of transportation funds for major capital improvements
37 that are necessary to preserve and protect the state highway system.
38 Projects included in the program shall be limited to improvements
39 relative to the maintenance, safety, operation, and rehabilitation

1 of state highways and bridges that do not add a new traffic lane to
2 the system.

3 (b) The program shall include projects that are expected to be
4 advertised prior to July 1 of the year following submission of the
5 program, but which have not yet been funded. The program shall
6 include those projects for which construction is to begin within
7 four fiscal years, starting July 1 of the year following the year the
8 program is submitted.

9 (c) (1) The department, at a minimum, shall specify, for each
10 project in the state highway operation and protection program, the
11 capital and support budget, as applicable, for each of the following
12 project phases:

13 (A) Project approval and environmental documents, support
14 only.

15 (B) Plans, specifications, and estimates, support only.

16 (C) Rights-of-way.

17 (D) Construction.

18 (2) The department shall specify, for each project in the state
19 highway operation and protection program, a projected delivery
20 date for each of the following components:

21 (A) Project approval and environmental document completion.

22 (B) Plans, specifications, and estimates completion.

23 (C) Right-of-way certification.

24 (D) Start of construction.

25 (d) The department shall submit its proposed program to the
26 commission not later than January 31 of each even-numbered year.
27 Prior to submitting its proposed program, the department shall
28 make a draft of its proposed program available to transportation
29 planning agencies for review and comment and shall include the
30 comments in its submittal to the commission. The department shall
31 provide the commission with detailed information for all
32 programmed projects on cost, scope, schedule, and performance
33 metrics as determined by the commission.

34 (e) The commission shall review the proposed program relative
35 to its overall adequacy, consistency with the asset management
36 plan prepared and approved pursuant to Section 14526.4 and
37 funding priorities established in Section 167 of the Streets and
38 Highways Code, the level of annual funding needed to implement
39 the program, and the impact of those expenditures on the state
40 transportation improvement program. The commission shall adopt

1 the program and submit it to the Legislature and the Governor not
2 later than April 1 of each even-numbered year. The commission
3 may decline to adopt the program if the commission determines
4 that the program is not sufficiently consistent with the asset
5 management plan prepared and approved pursuant to Section
6 14526.4.

7 (f) As part of the commission's review of the program required
8 pursuant to subdivision (a), the commission shall hold at least one
9 hearing in northern California and one hearing in southern
10 California regarding the proposed program.

11 (g) On or after July 1, 2017, to provide sufficient and transparent
12 oversight of the department's capital outlay support resources
13 composed of both state staff and contractors, the commission shall
14 be required to allocate the department's capital outlay support
15 resources by project phase, including preconstruction. Through
16 this action, the commission will provide public transparency for
17 the department's budget estimates, increasing assurance that the
18 annual budget forecast is reasonable. The commission shall develop
19 guidelines, in consultation with the department, to implement this
20 subdivision. Guidelines adopted by the commission to implement
21 this subdivision shall be exempt from the Administrative Procedure
22 Act (Chapter 3.5 (commencing with Section 11340) of Part 1).

23 (h) Beginning July 1, 2017, for a project that experiences
24 increases in capital or support costs above the amounts in the
25 commission's allocation pursuant to subdivision (g), the
26 commission shall establish a threshold for requiring a supplemental
27 project allocation. The commission's guidelines adopted pursuant
28 to subdivision (g) shall also establish the threshold that the
29 commission determines is necessary to ensure efficiency and may
30 provide exceptions as necessary so that projects are not
31 unnecessarily delayed.

32 (i) The department, for each project requiring a supplemental
33 project allocation pursuant to subdivision (h), shall submit a request
34 to the commission for its approval.

35 (j) Expenditures for these projects shall not be subject to
36 Sections 188 and 188.8 of the Streets and Highways Code.

37 SEC. 7. Section 14526.7 is added to the Government Code, to
38 read:

39 14526.7. (a) The department shall incorporate the performance
40 targets in subdivision (n) of Section 1 of the act adding this section

1 into the asset management plan adopted by the commission and
2 targets adopted by the commission pursuant to Sections 14526.4
3 and 14526.5. The asset management plan shall also include targets
4 adopted by the commission in consultation with the department
5 for each asset class included in subdivision (n) of Section 1 of the
6 act adding this section to measure the degree to which progress
7 was made towards achieving the overall 2027 targets. Targets may
8 be modified by the commission as needed to conform to federal
9 regulation on performance measures and the completion of the
10 department's asset management plan. Nothing in this section
11 precludes the commission from adopting additional targets and
12 performance measures pursuant to paragraph (1) of subdivision
13 (c) of Section 14526.4.

14 (b) As specified by guidelines adopted by the commission, the
15 department shall report to the commission on its progress toward
16 meeting the targets and performance measures established for state
17 highways pursuant to subdivision (n) of Section 1 of the act adding
18 this section and paragraph (1) of subdivision (c) of Section 14526.4.

19 SEC. 8. Section 14556.41 is added to the Government Code,
20 to read:

21 14556.41. As of June 30, 2017, projects in Section 14556.40
22 for the Traffic Congestion Relief Program shall be deemed
23 complete and final, and funding levels shall be based on actual
24 amounts requested by the designated lead applicant pursuant to
25 Section 14556.12. Projects without approved applications in
26 accordance with Section 14556.12 shall no longer be eligible for
27 program funding. Traffic Congestion Relief Program savings shall
28 be transferred to other transportation accounts for the purposes
29 specified in Section 16321.

30 SEC. 9. Section 16321 is added to the Government Code, to
31 read:

32 16321. The amount of outstanding loans made pursuant to
33 Section 14556.8 is seven hundred six million dollars
34 (\$706,000,000). This amount shall be repaid from the General
35 Fund pursuant to subdivision (c) of Section 20 of Article XVI of
36 the California Constitution no later than June 30, 2020, and upon
37 repayment of this amount all loans authorized pursuant to Section
38 14556.8 and any associated interest shall be deemed repaid. The
39 loans shall be repaid proportionately and in equal installments over
40 three years. The Department of Finance shall prepare a loan

1 repayment schedule, pursuant to which the outstanding loans shall
2 be repaid by June 30, 2020, as follows:

3 (a) Two hundred fifty-six million dollars (\$256,000,000) for
4 transfer to the Public Transportation Account, to be allocated as
5 follows:

6 (1) Up to twenty million dollars (\$20,000,000) to local and
7 regional agencies for climate change adaptation planning.

8 (2) The remainder to the Transit and Intercity Rail Capital
9 Program as authorized in Part 2 (commencing with Section 75220)
10 of Division 44 of the Public Resources Code.

11 (b) Two hundred twenty-five million dollars (\$225,000,000)
12 for transfer to the State Highway Account, for the State Highway
13 Operation and Protection Program.

14 (c) Two hundred twenty-five million dollars (\$225,000,000) is
15 hereby continuously appropriated without regard to fiscal year to
16 the Controller for apportionment to cities and counties for local
17 streets and roads pursuant to the formula in paragraph (3) of
18 subdivision (a) of Section 2103 of the Streets and Highways Code.

19 SEC. 10. Section 63048.65 of the Government Code is
20 repealed.

21 SEC. 11. Section 63048.65 is added to the Government Code,
22 to read:

23 63048.65. (a) Prior to July 1, 2015, three hundred twenty-one
24 million dollars (\$321,000,000) of the one billion two hundred
25 million dollars (\$1,200,000,000) of loans from the Traffic
26 Congestion Relief Fund to the General Fund was repaid using
27 tribal gaming compact revenues. In 2016, an additional one
28 hundred seventy-three million dollars (\$173,000,000) was repaid
29 from the General Fund.

30 (b) The remaining seven hundred six million dollars
31 (\$706,000,000) of loans from the Traffic Congestion Relief Fund
32 to the General Fund shall be repaid pursuant to Section 14556.8.

33 SEC. 12. Section 63048.66 of the Government Code is
34 repealed.

35 SEC. 13. Section 63048.67 of the Government Code is
36 repealed.

37 SEC. 14. Section 63048.7 of the Government Code is repealed.

38 SEC. 15. Section 63048.75 of the Government Code is
39 repealed.

40 SEC. 16. Section 63048.8 of the Government Code is repealed.

1 SEC. 17. Section 63048.85 of the Government Code is
2 repealed.

3 SEC. 18. Section 43021 is added to the Health and Safety Code,
4 to read:

5 43021. (a) Except as provided in subdivision (b), the
6 retirement, replacement, retrofit, or repower of a self-propelled
7 commercial motor vehicle, as defined in Section 34601 of the
8 Vehicle Code, shall not be ~~required, directly or indirectly, required~~
9 until the later of the following:

10 (1) Thirteen years from the model year the engine and emission
11 control system are first certified for use in self-propelled
12 commercial motor vehicles by the state board or other applicable
13 state and federal agencies.

14 (2) When the vehicle reaches the earlier of either 800,000
15 vehicle miles traveled or 18 years from the model year the engine
16 and emission control system are first certified for use in
17 self-propelled commercial motor vehicles by the state board or
18 other applicable state and federal agencies.

19 (b) This section does not apply to any of the following:

20 (1) Safety programs, including, but not limited to, those adopted
21 pursuant to Section 34501 of the Vehicle Code.

22 (2) Voluntary incentive and grant programs, including, but not
23 limited to, those that give preferential access to a facility to a
24 particular vehicle or class of vehicles.

25 (3) Programs designed to address inspection of, tampering with,
26 and maintenance of, emission control systems.

27 (4) Programs designed to address imminent health risks where
28 evidence, unavailable at the time equipment is certified for use by
29 the state board or other applicable state and federal agencies, is
30 sufficient to show that immediate corrective action is necessary
31 to prevent injury, illness, or death.

32 (c) This section only applies to laws or regulations adopted or
33 amended after January 1, 2017.

34 (d) *It is the intent of the Legislature for this section to provide*
35 *owners of self-propelled commercial motor vehicles, as defined*
36 *in subdivision (a), certainty about the useful life of engines certified*
37 *by the state board and other applicable agencies to meet required*
38 *environmental standards for sale in the state. This section is not*
39 *meant to otherwise restrict the authority of the state board or*
40 *districts.*

1 (e) (1) *The state board shall, by January 1, 2025, evaluate the*
2 *impact of the provisions of this section on state and local clean*
3 *air efforts to meet state and local clean air goals. The evaluation*
4 *shall include a review of the following:*

5 (A) *Compliance with the truck and bus rule (Section 2025 of*
6 *Title 13 of the California Code of Regulations).*

7 (B) *The benefits and impacts of measures enacted to improve*
8 *local air quality impacts from stationary sources.*

9 (C) *State implementation plan compliance.*

10 (2) *As part of the study, the state board shall make*
11 *recommendations to the Legislature on additional or different*
12 *mechanisms for achieving those goals while recognizing the*
13 *financial investments made by the effected entities. In developing*
14 *the study, the state board shall take into account the report*
15 *required in Section 38531 of the Health and Safety Code.*

16 (3) *The state board shall hold at least one public workshop*
17 *prior to the completion of the study.*

18 SEC. 19. Section 99312.1 of the Public Utilities Code is
19 amended to read:

20 99312.1. (a) Revenues transferred to the Public Transportation
21 Account pursuant to Sections 6051.8 and 6201.8 of the Revenue
22 and Taxation Code for the State Transit Assistance Program are
23 hereby continuously appropriated to the Controller for allocation
24 as follows:

25 (1) Fifty percent for allocation to transportation planning
26 agencies, county transportation commissions, and the San Diego
27 Metropolitan Transit Development Board pursuant to Section
28 99314.

29 (2) Fifty percent for allocation to transportation agencies, county
30 transportation commissions, and the San Diego Metropolitan
31 Transit Development Board for purposes of Section 99313.

32 (b) For purposes of this chapter, the revenues allocated pursuant
33 to this section shall be subject to the same requirements as revenues
34 allocated pursuant to subdivisions (b) and (c), as applicable, of
35 Section 99312.

36 (c) The revenues transferred to the Public Transportation
37 Account for the State Transit Assistance Program that are
38 attributable to subdivision (a) of Section 11053 of the Revenue
39 and Taxation Code are hereby continuously appropriated to the

1 Controller, and, upon allocation pursuant to Sections 99313 and
2 99314, shall only be expended on the following:

3 (1) Transit capital projects or services to maintain or repair a
4 transit operator's existing transit vehicle fleet or existing transit
5 facilities, including rehabilitation or modernization of existing
6 vehicles or facilities.

7 (2) The design, acquisition, and construction of new vehicles
8 or facilities that improve existing transit services.

9 (3) Transit services that complement local efforts for repair and
10 improvement of local transportation infrastructure.

11 (d) (1) Prior to receiving an apportionment of funds pursuant
12 to subdivision (c) from the Controller in a fiscal year, a recipient
13 transit agency shall submit to the Department of Transportation a
14 list of projects proposed to be funded with these funds. The list of
15 projects proposed to be funded with these funds shall include a
16 description and location of each proposed project, a proposed
17 schedule for the project's completion, and the estimated useful life
18 of the improvement. The project list shall not limit the flexibility
19 of a recipient transit agency to fund projects in accordance with
20 local needs and priorities so long as the projects are consistent
21 with subdivision (c).

22 (2) The department shall report to the Controller the recipient
23 transit agencies that have submitted a list of projects as described
24 in this subdivision and that are therefore eligible to receive an
25 apportionment of funds for the applicable fiscal year. The
26 Controller, upon receipt of the report, shall apportion funds
27 pursuant to Sections 99313 and 99314.

28 (e) For each fiscal year, each recipient transit agency receiving
29 an apportionment of funds pursuant to subdivision (c) shall, upon
30 expending those funds, submit documentation to the department
31 that includes a description and location of each completed project,
32 the amount of funds expended on the project, the completion date,
33 and the estimated useful life of the improvement.

34 (f) The audit of transit operator finances required pursuant to
35 Section 99245 shall verify that the revenues identified in
36 subdivision (c) have been expended in conformance with these
37 specific requirements and all other generally applicable
38 requirements.

39 SEC. 20. Section 99312.3 is added to the Public Utilities Code,
40 to read:

1 99312.3. Revenues transferred to the Public Transportation
2 Account pursuant to paragraph (2) of subdivision (c) of Section
3 6051.8 and paragraph (2) of subdivision (c) of Section 6201.8 of
4 the Revenue and Taxation Code are hereby continuously
5 appropriated to the Transportation Agency for distribution in the
6 following manner:

7 (a) (1) Fifty percent of available annual revenues under this
8 section shall be allocated by the Transportation Agency to the
9 public agencies, including joint powers agencies, responsible for
10 state-supported intercity rail services. A minimum of 25 percent
11 of the funds available under this subdivision shall be allocated to
12 each of the state's three intercity rail corridors that provide
13 regularly scheduled intercity rail service.

14 (2) The Transportation Agency shall adopt guidelines governing
15 the administration of the funds available under this subdivision,
16 including provisions providing authority for loans of these funds
17 by mutual agreement between intercity rail service corridors.

18 (b) (1) Fifty percent of available annual revenues under this
19 section shall be allocated by the Transportation Agency to the
20 public agencies, including joint powers agencies, responsible for
21 commuter rail services. For the 2018–19 and 2019–20 fiscal years,
22 20 percent of the funds available under this subdivision shall be
23 allocated to each of the state's five commuter rail service providers
24 that provide regularly scheduled commuter rail service.
25 Commencing July 1, 2020, the funds available under this
26 subdivision shall be allocated based on guidelines and a distribution
27 formula adopted by the Transportation Agency.

28 (2) On or before July 1, 2019, the Transportation Agency shall
29 prepare a draft of the proposed guidelines and distribution formula
30 and make them available for public comment. In preparing the
31 proposed guidelines and distribution formula, the agency shall
32 consult with the state's five commuter rail service providers. The
33 final guidelines and distribution formula shall be adopted on or
34 before January 1, 2020. The guidelines shall include, but need not
35 be limited to, provisions providing authority for loans of these
36 funds by mutual agreement between commuter rail service
37 providers and providing for baseline allocations to each provider.

38 (c) The funds made available by this section may be used for
39 operations and capital improvements.

1 SEC. 21. Section 99312.4 is added to the Public Utilities Code,
2 to read:

3 99312.4. Revenues transferred to the Public Transportation
4 Account pursuant to subdivision (a) of Section 11053 of the
5 Revenue and Taxation Code for the Transit and Intercity Rail
6 Capital Program (Part 2 (commencing with Section 75220) of
7 Division 44 of the Public Resources Code) shall be available for
8 appropriation to that program pursuant to the annual Budget Act.

9 SEC. 22. Section 99314.9 is added to the Public Utilities Code,
10 to read:

11 99314.9. The Controller shall compute quarterly proposed
12 allocations for State Transit Assistance Program funds available
13 for allocation pursuant to Sections 99313 and 99314. The
14 Controller shall publish the allocations for each eligible recipient
15 agency, including one list applicable to revenues allocated pursuant
16 to subdivision (c) of Section 99312.1 and another list for revenues
17 allocated from all other revenues in the Public Transportation
18 Account that are designated for the State Transit Assistance
19 Program.

20 SEC. 23. Section 6051.8 of the Revenue and Taxation Code
21 is amended to read:

22 6051.8. (a) Except as provided by Section 6357.3, in addition
23 to the taxes imposed by this part, for the privilege of selling
24 tangible personal property at retail a tax is hereby imposed upon
25 all retailers at the rate of 1.75 percent of the gross receipts of any
26 retailer from the sale of all diesel fuel, as defined in Section 60022.

27 (b) Except as provided by Section 6357.3, in addition to the
28 taxes imposed by this part and by subdivision (a), commencing
29 November 1, 2017, for the privilege of selling tangible personal
30 property at retail a tax is hereby imposed upon all retailers at the
31 rate of 4 percent of the gross receipts of any retailer from the sale
32 of all diesel fuel, as defined in Section 60022, sold at retail in this
33 state.

34 (c) (1) Notwithstanding subdivision (b) of Section 7102, except
35 as otherwise provided in paragraph (2), all of the revenues, less
36 refunds, collected pursuant to this section shall be estimated by
37 the State Board of Equalization, with the concurrence of the
38 Department of Finance, and transferred quarterly to the Public
39 Transportation Account in the State Transportation Fund for

1 allocation under the State Transit Assistance Program pursuant to
2 Section 99312.1 of the Public Utilities Code.

3 (2) The revenues, less refunds, attributable to a rate of 0.5
4 percent of the 4-percent increase in the rate pursuant to subdivision
5 (b), amounting to one-eighth of revenues from the increase in the
6 rate under that subdivision, shall be estimated by the State Board
7 of Equalization, with the concurrence of the Department of Finance,
8 and transferred quarterly to the Public Transportation Account in
9 the State Transportation Fund for allocation by the Transportation
10 Agency to intercity rail and commuter rail purposes pursuant to
11 Section 99312.3 of the Public Utilities Code.

12 SEC. 24. Section 6201.8 of the Revenue and Taxation Code
13 is amended to read:

14 6201.8. (a) Except as provided by Section 6357.3, in addition
15 to the taxes imposed by this part, an excise tax is hereby imposed
16 on the storage, use, or other consumption in this state of diesel
17 fuel, as defined in Section 60022, at the rate of 1.75 percent of the
18 sales price of the diesel fuel.

19 (b) Except as provided by Section 6357.3, in addition to the
20 taxes imposed by this part and by subdivision (a), commencing
21 November 1, 2017, an excise tax is hereby imposed on the storage,
22 use, or other consumption in this state of diesel fuel, as defined in
23 Section 60022, at the rate of 4 percent of the sales price of the
24 diesel fuel.

25 (c) (1) Notwithstanding subdivision (b) of Section 7102, except
26 as otherwise provided in paragraph (2), all of the revenues, less
27 refunds, collected pursuant to this section shall be estimated by
28 the State Board of Equalization, with the concurrence of the
29 Department of Finance, and transferred quarterly to the Public
30 Transportation Account in the State Transportation Fund for
31 allocation pursuant to Section 99312.1 of the Public Utilities Code.

32 (2) The revenues, less refunds, attributable to a rate of 0.5
33 percent of the 4-percent increase in the rate pursuant to subdivision
34 (b), amounting to one-eighth of revenues from the increase in the
35 rate under that subdivision, shall be estimated by the State Board
36 of Equalization, with the concurrence of the Department of Finance,
37 and transferred quarterly to the Public Transportation Account in
38 the State Transportation Fund for allocation by the Transportation
39 Agency to intercity rail and commuter rail purposes pursuant to
40 Section 99312.3 of the Public Utilities Code.

1 SEC. 25. Section 7360 of the Revenue and Taxation Code is
2 amended to read:

3 7360. (a) (1) A tax of eighteen cents (\$0.18) is hereby imposed
4 upon each gallon of fuel subject to the tax in Sections 7362, 7363,
5 and 7364.

6 (2) If the federal fuel tax is reduced below the rate of nine cents
7 (\$0.09) per gallon and federal financial allocations to this state for
8 highway and exclusive public mass transit guideway purposes are
9 reduced or eliminated correspondingly, the tax rate imposed by
10 paragraph (1), on and after the date of the reduction, shall be
11 recalculated by an amount so that the combined state rate under
12 paragraph (1) and the federal tax rate per gallon equal twenty-seven
13 cents (\$0.27).

14 (3) If any person or entity is exempt or partially exempt from
15 the federal fuel tax at the time of a reduction, the person or entity
16 shall continue to be so exempt under this section.

17 (b) (1) On and after July 1, 2010, in addition to the tax imposed
18 by subdivision (a), a tax is hereby imposed upon each gallon of
19 motor vehicle fuel, other than aviation gasoline, subject to the tax
20 in Sections 7362, 7363, and 7364 in an amount equal to seventeen
21 and three-tenths cents (\$0.173) per gallon.

22 (2) For the 2011–12 fiscal year and each fiscal year thereafter,
23 the board shall, on or before March 1 of the fiscal year immediately
24 preceding the applicable fiscal year, adjust the rate in paragraph
25 (1) in that manner as to generate an amount of revenue that will
26 equal the amount of revenue loss attributable to the exemption
27 provided by Section 6357.7, based on estimates made by the board,
28 and that rate shall be effective during the state's next fiscal year.

29 (3) In order to maintain revenue neutrality for each year,
30 beginning with the rate adjustment on or before March 1, 2012,
31 the adjustment under paragraph (2) shall also take into account the
32 extent to which the actual amount of revenues derived pursuant to
33 this subdivision and, as applicable, Section 7361.1, the revenue
34 loss attributable to the exemption provided by Section 6357.7
35 resulted in a net revenue gain or loss for the fiscal year ending
36 prior to the rate adjustment date on or before March 1.

37 (4) The intent of paragraphs (2) and (3) is to ensure that the act
38 adding this subdivision and Section 6357.7 does not produce a net
39 revenue gain in state taxes.

(5) Commencing July 1, 2019, the adjustments in paragraphs (2) and (3) shall cease, and the rate imposed by this subdivision shall be the rate in paragraph (1).

(c) On and after November 1, 2017, in addition to the taxes imposed by subdivisions (a) and (b), a tax is hereby imposed upon each gallon of motor vehicle fuel, other than aviation gasoline, subject to the tax in Sections 7362, 7363, and 7364, in an amount equal to twelve cents (\$0.12) per gallon.

(d) On July 1, 2020, and every July 1 thereafter, the board shall adjust the taxes imposed by subdivisions (a), (b), and (c), with the adjustment to apply to both to the base tax rates specified in those provisions and to any previous adjustment in rates made pursuant to this subdivision, by increasing the taxes by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance with the resulting taxes rounded to the nearest one-tenth of one cent (\$0.01). The first adjustment pursuant to this subdivision shall be a percentage amount equal to the increase in the California Consumer Price Index from November 1, 2017, to November 1, 2019. Subsequent annual adjustments shall cover subsequent 12 month periods. The incremental change shall be added to the associated rate for that year.

(e) Any increases to the taxes imposed under subdivisions (a), (b), and (c) that are enacted by legislation subsequent to July 1, 2017, shall be deemed to be changes to the base tax rates for purposes of the California Consumer Price Index calculation and adjustment performed pursuant to subdivision (d).

SEC. 26. Section 7361.2 is added to the Revenue and Taxation Code, to read:

7361.2. (a) For the privilege of storing, for the purpose of sale, each supplier, wholesaler, and retailer owning 1,000 or more gallons of tax-paid motor vehicle fuel on November 1, 2017, shall pay a storage tax, the rate of which shall be determined by the board pursuant to the difference in the rate of the tax on motor vehicle fuel in effect on October 31, 2017, and the rate in effect on November 1, 2017, on tax-paid motor vehicle fuel in storage according to the volumetric measure thereof.

(b) For purposes of this section:

(1) "Owning" means having title to the motor vehicle fuel.

1 (2) “Retailer” means any person who sells motor vehicle fuel
2 in this state to a person who subsequently uses the motor vehicle
3 fuel.

4 (3) “Storing” includes the ownership or possession of tax-paid
5 motor vehicle fuel outside of the bulk transfer/terminal system,
6 including the holding of tax-paid motor vehicle fuel for sale at
7 wholesale or retail locations stored in a container of any kind,
8 including railroad tank cars and trucks or trailer cargo tanks.
9 “Storing” also includes tax-paid motor vehicle fuel purchased from
10 and invoiced by the seller, and tax-paid motor vehicle fuel removed
11 from a terminal or entered into by a supplier, prior to the date
12 specified in subdivision (a) and in transit on that date.

13 (4) “Wholesaler” means any person who sells diesel fuel in this
14 state for resale to a retailer or to a person who is not a retailer and
15 subsequently uses the motor vehicle fuel.

16 SEC. 27. Section 7653.2 is added to the Revenue and Taxation
17 Code, to read:

18 7653.2. On or before January 1, 2018, each person subject to
19 the storage tax imposed under Section 7361.2 shall prepare and
20 file with the board, in a form prescribed by the board, a return
21 showing the total number of gallons of tax-paid motor vehicle fuel
22 owned by the person on November 1, 2017, the amount of the
23 storage tax, and any other information that the board deems
24 necessary for the proper administration of this part. The return
25 shall be accompanied by a remittance payable to the board in the
26 amount of tax due.

27 SEC. 28. Section 8352.4 of the Revenue and Taxation Code
28 is amended to read:

29 8352.4. (a) Subject to Sections 8352 and 8352.1, and except
30 as otherwise provided in subdivision (b), there shall be transferred
31 from the money deposited to the credit of the Motor Vehicle Fuel
32 Account to the Harbors and Watercraft Revolving Fund, for
33 expenditure in accordance with Division 1 (commencing with
34 Section 30) of the Harbors and Navigation Code, the sum of six
35 million six hundred thousand dollars (\$6,600,000) per annum,
36 representing the amount of money in the Motor Vehicle Fuel
37 Account attributable to taxes imposed on distributions of motor
38 vehicle fuel used or usable in propelling vessels. The actual amount
39 shall be calculated using the annual reports of registered boats
40 prepared by the Department of Motor Vehicles for the United

1 States Coast Guard and the formula and method of the December
2 1972 report prepared for this purpose and submitted to the
3 Legislature on December 26, 1972, by the Director of
4 Transportation. If the amount transferred during each fiscal year
5 is in excess of the calculated amount, the excess shall be
6 retransferred from the Harbors and Watercraft Revolving Fund to
7 the Motor Vehicle Fuel Account. If the amount transferred is less
8 than the amount calculated, the difference shall be transferred from
9 the Motor Vehicle Fuel Account to the Harbors and Watercraft
10 Revolving Fund. No adjustment shall be made if the computed
11 difference is less than fifty thousand dollars (\$50,000), and the
12 amount shall be adjusted to reflect any temporary or permanent
13 increase or decrease that may be made in the rate under the Motor
14 Vehicle Fuel Tax Law. Payments pursuant to this section shall be
15 made prior to payments pursuant to Section 8352.2.

16 (b) (1) Commencing July 1, 2012, the revenues attributable to
17 the taxes imposed pursuant to subdivision (b) of Section 7360 and
18 otherwise to be deposited in the Harbors and Watercraft Revolving
19 Fund pursuant to subdivision (a) shall instead be transferred to the
20 General Fund.

21 (2) Commencing November 1, 2017, the revenues attributable
22 to the taxes imposed pursuant to subdivision (c) of Section 7360,
23 any adjustment pursuant to subdivision (d) of Section 7360, and
24 Section 7361.2, and otherwise to be deposited in the Harbors and
25 Watercraft Revolving Fund pursuant to subdivision (a), shall
26 instead be transferred to the State Parks and Recreation Fund to
27 be used for state parks, off-highway vehicle programs, or boating
28 programs.

29 SEC. 29. Section 8352.5 of the Revenue and Taxation Code
30 is amended to read:

31 8352.5. (a) (1) Subject to Sections 8352 and 8352.1, and
32 except as otherwise provided in paragraph (1) of subdivision (b),
33 there shall be transferred from the money deposited to the credit
34 of the Motor Vehicle Fuel Account to the Department of Food and
35 Agriculture Fund, during the second quarter of each fiscal year,
36 an amount equal to the estimate contained in the most recent report
37 prepared pursuant to this section.

38 (2) The amounts are not subject to Section 6357 with respect
39 to the collection of sales and use taxes thereon, and represent the
40 portion of receipts in the Motor Vehicle Fuel Account during a

1 calendar year that were attributable to agricultural off-highway
2 use of motor vehicle fuel which is subject to refund pursuant to
3 Section 8101, less gross refunds allowed by the Controller during
4 the fiscal year ending June 30 following the calendar year to
5 persons entitled to refunds for agricultural off-highway use
6 pursuant to Section 8101. Payments pursuant to this section shall
7 be made prior to payments pursuant to Section 8352.2.

8 (b) (1) Commencing July 1, 2012, the revenues attributable to
9 the taxes imposed pursuant to subdivision (b) of Section 7360 and
10 otherwise to be deposited in the Department of Food and
11 Agriculture Fund pursuant to subdivision (a) shall instead be
12 transferred to the General Fund.

13 (2) Commencing November 1, 2017, the revenues attributable
14 to the taxes imposed pursuant to subdivision (c) of Section 7360,
15 as adjusted pursuant to subdivision (d) of Section 7360, and Section
16 7361.2 shall be deposited in the Department of Food and
17 Agriculture Fund.

18 (c) On or before September 30, 2012, and on or before
19 September 30 of each even-numbered year thereafter, the Director
20 of Transportation and the Director of Food and Agriculture shall
21 jointly prepare, or cause to be prepared, a report setting forth the
22 current estimate of the amount of money in the Motor Vehicle
23 Fuel Account attributable to agricultural off-highway use of motor
24 vehicle fuel, which is subject to refund pursuant to Section 8101
25 less gross refunds allowed by the Controller to persons entitled to
26 refunds for agricultural off-highway use pursuant to Section 8101;
27 and they shall submit a copy of the report to the Legislature.

28 SEC. 30. Section 8352.6 of the Revenue and Taxation Code
29 is amended to read:

30 8352.6. (a) (1) Subject to Section 8352.1, and except as
31 otherwise provided in paragraphs (2) and (3), on the first day of
32 every month, there shall be transferred from moneys deposited to
33 the credit of the Motor Vehicle Fuel Account to the Off-Highway
34 Vehicle Trust Fund created by Section 38225 of the Vehicle Code
35 an amount attributable to taxes imposed upon distributions of motor
36 vehicle fuel used in the operation of motor vehicles off highway
37 and for which a refund has not been claimed. Transfers made
38 pursuant to this section shall be made prior to transfers pursuant
39 to Section 8352.2.

1 (2) (A) Commencing July 1, 2012, the revenues attributable to
2 the taxes imposed pursuant to subdivision (b) of Section 7360 and
3 otherwise to be deposited in the Off-Highway Vehicle Trust Fund
4 pursuant to paragraph (1) shall instead be transferred to the General
5 Fund.

6 (B) Commencing November 1, 2017, the revenues attributable
7 to the taxes imposed pursuant to subdivision (c) of Section 7360,
8 any adjustment pursuant to subdivision (d) of Section 7360, and
9 Section 7361.2, and otherwise to be deposited in the Off-Highway
10 Vehicle Trust Fund pursuant to subdivision (a), shall instead be
11 transferred to the State Parks and Recreation Fund to be used for
12 state parks, off-highway vehicle programs, or boating programs.

13 (3) The Controller shall withhold eight hundred thirty-three
14 thousand dollars (\$833,000) from the monthly transfer to the
15 Off-Highway Vehicle Trust Fund pursuant to paragraph (1), and
16 transfer that amount to the General Fund.

17 (b) The amount transferred to the Off-Highway Vehicle Trust
18 Fund pursuant to paragraph (1) of subdivision (a), as a percentage
19 of the Motor Vehicle Fuel Account, shall be equal to the percentage
20 transferred in the 2006–07 fiscal year. Every five years, starting
21 in the 2013–14 fiscal year, the percentage transferred may be
22 adjusted by the Department of Transportation in cooperation with
23 the Department of Parks and Recreation and the Department of
24 Motor Vehicles. Adjustments shall be based on, but not limited
25 to, the changes in the following factors since the 2006–07 fiscal
26 year or the last adjustment, whichever is more recent:

27 (1) The number of vehicles registered as off-highway motor
28 vehicles as required by Division 16.5 (commencing with Section
29 38000) of the Vehicle Code.

30 (2) The number of registered street-legal vehicles that are
31 anticipated to be used off highway, including four-wheel drive
32 vehicles, all-wheel drive vehicles, and dual-sport motorcycles.

33 (3) Attendance at the state vehicular recreation areas.

34 (4) Off-highway recreation use on federal lands as indicated by
35 the United States Forest Service’s National Visitor Use Monitoring
36 and the United States Bureau of Land Management’s Recreation
37 Management Information System.

38 (c) It is the intent of the Legislature that transfers from the Motor
39 Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund
40 should reflect the full range of motorized vehicle use off highway

1 for both motorized recreation and motorized off-road access to
2 other recreation opportunities. Therefore, the Legislature finds that
3 the fuel tax baseline established in subdivision (b), attributable to
4 off-highway estimates of use as of the 2006–07 fiscal year,
5 accounts for the three categories of vehicles that have been found
6 over the years to be users of fuel for off-highway motorized
7 recreation or motorized access to nonmotorized recreational
8 pursuits. These three categories are registered off-highway
9 motorized vehicles, registered street-legal motorized vehicles used
10 off highway, and unregistered off-highway motorized vehicles.

11 (d) It is the intent of the Legislature that the off-highway motor
12 vehicle recreational use to be determined by the Department of
13 Transportation pursuant to paragraph (2) of subdivision (b) be that
14 usage by vehicles subject to registration under Division 3
15 (commencing with Section 4000) of the Vehicle Code, for
16 recreation or the pursuit of recreation on surfaces where the use
17 of vehicles registered under Division 16.5 (commencing with
18 Section 38000) of the Vehicle Code may occur.

19 (e) In the 2014–15 fiscal year, the Department of Transportation,
20 in consultation with the Department of Parks and Recreation and
21 the Department of Motor Vehicles, shall undertake a study to
22 determine the appropriate adjustment to the amount transferred
23 pursuant to subdivision (b) and to update the estimate of the amount
24 attributable to taxes imposed upon distributions of motor vehicle
25 fuel used in the operation of motor vehicles off highway and for
26 which a refund has not been claimed. The department shall provide
27 a copy of this study to the Legislature no later than January 1,
28 2016.

29 SEC. 31. Chapter 6 (commencing with Section 11050) is added
30 to Part 5 of Division 2 of the Revenue and Taxation Code, to read:

31
32 CHAPTER 6. TRANSPORTATION IMPROVEMENT FEE
33

34 11050. For purposes of this chapter, the following terms have
35 the following meanings:

36 (a) “Transportation purposes” means both of the following:

37 (1) The research, planning, construction, improvement,
38 maintenance, and operation of public streets and highways (and
39 their related public facilities for nonmotorized traffic), including
40 the mitigation of their environmental effects, the payment for

1 property taken or damaged for the foregoing purposes, and the
2 administrative costs necessarily incurred in the foregoing purposes.

3 (2) The research, planning, construction, improvement,
4 maintenance, and operation of public transportation systems (and
5 their related equipment and fixed facilities), including the
6 mitigation of their environmental effects, the payment for property
7 taken or damaged for the foregoing purposes, and the
8 administrative costs necessarily incurred in the foregoing purposes.

9 (b) “Transportation improvement fee” means a supplemental
10 charge added to the fee imposed pursuant to Chapter 2
11 (commencing with Section 10751).

12 (c) “Vehicle” means every vehicle that is subject to the fee in
13 Chapter 2 (commencing with Section 10751), except the following:

14 (1) A commercial vehicle with an unladen weight of more than
15 10,000 pounds.

16 (2) A vehicle exempted pursuant to the Vehicle Code from the
17 payment of registration fees.

18 (3) A vehicle for which a certificate of nonoperation has been
19 filed with the Department of Motor Vehicles pursuant to Section
20 4604 of the Vehicle Code, during the period of time covered by
21 the certificate.

22 (4) A vehicle described in Section 5004 of the Vehicle Code.

23 11051. (a) In addition to any other fee imposed on a vehicle
24 by this code or the Vehicle Code, a transportation improvement
25 fee is hereby imposed on each vehicle as defined in subdivision
26 (b) of Section 11050 effective on January 1, 2018, or as soon after
27 that date as the department is able to commence collection of the
28 fee. The transportation improvement fee shall be in the amounts
29 specified in Section 11052.

30 (b) The department shall collect the fee at the same time and in
31 the same manner as the department collects the vehicle registration
32 fee pursuant to Section 9250 of the Vehicle Code.

33 (c) The fee imposed pursuant to this chapter is imposed for the
34 privilege of a resident of California to operate upon the public
35 highways a vehicle or trailer coach, the registrant of which is
36 subject to the fee under Chapter 2 (commencing with Section
37 10751).

38 (d) The revenues from the transportation improvement fee
39 imposed by this chapter shall be available for expenditure only on
40 transportation purposes as provided in Section 11053.

1 11052. (a) The annual amount of the transportation
2 improvement fee shall be based on the market value of the vehicle,
3 as determined by the department pursuant to Sections 10753,
4 10753.2, and 10753.5, using the following schedule:

5 (1) Vehicles with a vehicle market value range between zero
6 dollars (\$0) and four thousand nine hundred ninety-nine dollars
7 (\$4,999), a fee of twenty-five dollars (\$25).

8 (2) Vehicles with a vehicle market value range between five
9 thousand dollars (\$5,000) and twenty-four thousand nine hundred
10 ninety-nine dollars (\$24,999), a fee of fifty dollars (\$50).

11 (3) Vehicles with a vehicle market value range between
12 twenty-five thousand dollars (\$25,000) and thirty-four thousand
13 nine hundred ninety-nine dollars (\$34,999), a fee of one hundred
14 dollars (\$100).

15 (4) Vehicles with a vehicle market value range between
16 thirty-five thousand dollars (\$35,000) and fifty-nine thousand nine
17 hundred ninety-nine dollars (\$59,999), a fee of one hundred fifty
18 dollars (\$150).

19 (5) Vehicles with a vehicle market value range of sixty thousand
20 dollars (\$60,000) and higher, a fee of one hundred seventy-five
21 dollars (\$175).

22 (b) On January 1, 2020, and every January 1 thereafter, the
23 department shall adjust the transportation improvement fee imposed
24 under subdivision (a) by increasing the fee for each vehicle market
25 range in an amount equal to the increase in the California
26 Consumer Price Index for the prior year, except the first adjustment
27 shall cover the prior two years, as calculated by the Department
28 of Finance, with amounts equal to or greater than fifty cents (\$0.50)
29 rounded to the highest whole dollar. The incremental change shall
30 be added to the associated fee rate for that year.

31 (c) Any changes to the transportation improvement fee imposed
32 in subdivision (a) that are enacted by the Legislature subsequent
33 to January 1, 2018, shall be deemed to be changes to the base fee
34 for purposes of the California Consumer Price Index calculation
35 and adjustment performed pursuant to subdivision (b).

36 11053. Revenues from the transportation improvement fee,
37 after deduction of the department's administrative costs related to
38 this chapter, shall be transferred by the department to the Controller
39 for deposit as follows:

(a) Commencing with the 2017–18 fiscal year, three hundred fifty million dollars (\$350,000,000), plus an annual increase for inflation as determined in subdivision (b) of Section 11052 for this proportional share, shall annually be deposited into the Public Transportation Account. The Controller shall, each month, set aside one-twelfth of this amount, to accumulate a total of three hundred fifty million dollars (\$350,000,000) in each fiscal year or the appropriate adjusted amount. For each fiscal year commencing with the 2017–18 fiscal year, the annual Budget Act shall include an appropriation for 70 percent of these revenues to be allocated to the Transit and Intercity Rail Capital Program (Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code), pursuant to Section 99312.4 of the Public Utilities Code. The remaining 30 percent of these revenues shall be continuously appropriated to the Controller for allocation under the State Transit Assistance program, pursuant to subdivision (c) of Section 99312.1 of the Public Utilities Code.

(b) Commencing with the 2017–18 fiscal year, two hundred fifty million dollars (\$250,000,000) shall annually be deposited into the State Highway Account for appropriation by the annual Budget Act to the Congested Corridor Program created pursuant to Section 2391 of the Streets and Highways Code. The Controller shall, each month, set aside one-twelfth of this amount, to accumulate a total of two hundred fifty million dollars (\$250,000,000) in each fiscal year.

(c) The remaining revenues after the transfers made in subdivisions (a) and (b) shall be deposited into the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highway Code.

SEC. 32. Section 60050 of the Revenue and Taxation Code is amended to read:

60050. (a) (1) A tax of sixteen cents (\$0.16) is hereby imposed upon each gallon of diesel fuel subject to the tax in Sections 60051, 60052, and 60058.

(2) If the federal fuel tax is reduced below the rate of fifteen cents (\$0.15) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by paragraph (1) shall be increased by an amount so that the combined state rate under paragraph (1) and the federal tax

1 rate per gallon equal what it would have been in the absence of
2 the federal reduction.

3 (3) If any person or entity is exempt or partially exempt from
4 the federal fuel tax at the time of a reduction, the person or entity
5 shall continue to be exempt under this section.

6 (b) On and after November 1, 2017, in addition to the tax
7 imposed pursuant to subdivision (a), an additional tax of twenty
8 cents (\$0.20) is hereby imposed upon each gallon of diesel fuel
9 subject to the tax in Sections 60051, 60052, and 60058.

10 (c) On July 1, 2020, and every July 1 thereafter, the State Board
11 of Equalization shall adjust the taxes imposed by subdivisions (a),
12 and (b), with the adjustment to apply to both to the base tax rates
13 specified in those provisions and to any previous adjustment in
14 rates made pursuant to this subdivision, by increasing the taxes by
15 a percentage amount equal to the increase in the California
16 Consumer Price Index, as calculated by the Department of Finance
17 with the resulting taxes rounded to the nearest one-tenth of one
18 cent (\$0.01). The first adjustment pursuant to this subdivision shall
19 be a percentage amount equal to the increase in the California
20 Consumer Price Index from November 1, 2017, to November 1,
21 2019. Subsequent annual adjustments shall cover subsequent 12
22 month periods. The incremental change shall be added to the
23 associated rate for that year.

24 (d) Any changes to the taxes imposed under this section that
25 are enacted by legislation subsequent to July 1, 2017, shall be
26 deemed to be changes to the base tax rates for purposes of the
27 California Consumer Price Index calculation and adjustment
28 performed pursuant to paragraph (1).

29 SEC. 33. Section 60050.2 is added to the Revenue and Taxation
30 Code, to read:

31 60050.2. (a) For the privilege of storing, for the purpose of
32 sale, each supplier, wholesaler, and retailer owning 1,000 or more
33 gallons of tax-paid diesel fuel on November 1, 2017, shall pay a
34 storage tax of twenty cents (\$0.20) per gallon of tax-paid diesel
35 fuel in storage according to the volumetric measure thereof.

36 (b) For purposes of this section:

37 (1) "Owning" means having title to the diesel fuel.

38 (2) "Retailer" means any person who sells diesel fuel in this
39 state to a person who subsequently uses the diesel fuel.

(3) “Storing” includes the ownership or possession of tax-paid diesel fuel outside of the bulk transfer/terminal system, including the holding of tax-paid diesel fuel for sale at wholesale or retail locations stored in a container of any kind, including railroad tank cars and trucks or trailer cargo tanks. “Storing” also includes tax-paid diesel fuel purchased from and invoiced by the seller, and tax-paid diesel fuel removed from a terminal or entered into by a supplier, prior to the date specified in subdivision (a) and in transit on that date.

(4) “Wholesaler” means any person who sells diesel fuel in this state for resale to a retailer or to a person who is not a retailer and subsequently uses the diesel fuel.

SEC. 34. Section 60201.4 is added to the Revenue and Taxation Code, to read:

60201.4. On or before January 1, 2018, each person subject to the storage tax imposed under Section 60050.2 shall prepare and file with the board, in a form prescribed by the board, a return showing the total number of gallons of tax-paid diesel fuel owned by the person on November 1, 2017, the amount of the storage tax, and any other information that the board deems necessary for the proper administration of this part. The return shall be accompanied by a remittance payable to the board in the amount of tax due.

SEC. 35. Article 2.5 (commencing with Section 800) is added to Chapter 4 of Division 1 of the Streets and Highways Code, to read:

Article 2.5. Advance Mitigation Program

800. (a) The Advance Mitigation Program is hereby created to enhance communications between the department and stakeholders to protect natural resources through project mitigation, to meet or exceed applicable environmental requirements, to accelerate project delivery, and to fully mitigate environmental impacts from transportation infrastructure projects. The department shall consult on all activities pursuant to this article with the Department of Fish and Wildlife, including activities pursuant to Chapter 9 (commencing with Section 1850) of Division 2 of the Fish and Game Code.

(b) Commencing with the 2017–18 fiscal year, and for a period of four years, the department shall set aside no less than thirty million dollars (\$30,000,000) annually for the Advance Mitigation Program from the annual appropriations for the State Transportation Improvement Program and the State Highway Operation and Protection Program for the planning and implementation of projects in the Advanced Mitigation Program.

(c) The annual Budget Act and subsequent legislation may establish additional provisions and requirements for the program.

SEC. 36. Chapter 2 (commencing with Section 2030) is added to Division 3 of the Streets and Highways Code, to read:

CHAPTER 2. ROAD MAINTENANCE AND REHABILITATION
PROGRAM

2030. (a) The Road Maintenance and Rehabilitation Program is hereby created to address deferred maintenance on the state highway system and the local street and road system. Funds made available by the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.

(b) (1) Funds made available by the program shall be used for projects that include, but are not limited to, the following:

(A) Road maintenance and rehabilitation.

(B) Safety projects.

(C) Railroad grade separations.

(D) Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project.

(E) Traffic control devices.

(2) Funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

(c) To the extent possible and cost effective, and where feasible, the department and cities and counties receiving funds under the program shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of

1 greenhouse gas emissions through material choice and construction
2 method.

3 (d) To the extent possible and cost effective, and where feasible,
4 the department and cities and counties receiving funds under the
5 program shall use advanced technologies and communications
6 systems in transportation infrastructure that recognize and
7 accommodate advanced automotive technologies that may include,
8 but are not necessarily limited to, charging or fueling opportunities
9 for zero-emission vehicles, and provision of
10 infrastructure-to-vehicle communications for transitional or full
11 autonomous vehicle systems.

12 (e) To the extent deemed cost effective, and where feasible, in
13 the context of both the project scope and the risk level for the asset
14 due to global climate change, the department and cities and
15 counties receiving funds under the program shall include features
16 in the projects funded by the program to better adapt the asset to
17 withstand the negative effects of climate change and make the
18 asset more resilient to impacts such as fires, floods, and sea level
19 rise.

20 (f) To the extent beneficial, cost effective, and practicable in
21 the context of facility type, right-of-way, project scope, and quality
22 of nearby alternative facilities, and where feasible, the department
23 and cities and counties receiving funds under the program shall
24 incorporate complete street elements into projects funded by the
25 program, including, but not limited to, elements that improve the
26 quality of bicycle and pedestrian facilities and that improve safety
27 for all users of transportation facilities.

28 (g) For purposes of funds directed to the State Highway
29 Operation and Protection Program, the guidelines and reporting
30 provisions shall be consistent with Section 14526.5 of the
31 Government Code.

32 (h) Guidelines adopted by the commission to facilitate the
33 allocation of funds in the account shall be exempt from the
34 Administrative Procedure Act (Chapter 3.5 (commencing with
35 Section 11340) of Part 1 of Division 3 of Title 2 of the Government
36 Code).

37 2031. The following revenues shall be deposited in the Road
38 Maintenance and Rehabilitation Account, which is hereby created
39 in the State Transportation Fund:

1 (a) Notwithstanding subdivision (b) of Section 2103 and
2 pursuant to subdivision (a) of Section 2103.1, the portion of the
3 revenues in the Highway Users Tax Account attributable to the
4 increases in the motor vehicle fuel excise tax pursuant to
5 subdivision (c) of Section 7360 of the Revenue and Taxation Code,
6 as adjusted pursuant to subdivision (d) of that section.

7 (b) The revenues from the portion of the transportation
8 improvement fee pursuant to subdivision (c) of Section 11053 of
9 the Revenue and Taxation Code.

10 (c) The revenues from the increase in the vehicle registration
11 fee pursuant to Section 9250.6 of the Vehicle Code, as adjusted
12 pursuant to subdivision (b) of that section.

13 (d) Notwithstanding subdivision (b) of Section 2103 and
14 pursuant to paragraph (2) of subdivision (b) of Section 2103.1,
15 one-half of the revenues attributable to the increase in the diesel
16 fuel excise tax pursuant to subdivisions (b) and (c) of Section
17 60050 of the Revenue and Taxation Code.

18 (e) Any other revenues designated for the program.

19 2031.5. For each fiscal year, the annual Budget Act shall
20 contain an appropriation from the Road Maintenance and
21 Rehabilitation Account for the costs of administering this chapter.

22 2032. (a) (1) After deducting the amounts appropriated in the
23 annual Budget Act, as provided in Section 2031.5, two hundred
24 million dollars (\$200,000,000) of the remaining revenues deposited
25 in the Road Maintenance and Rehabilitation Account shall be set
26 aside annually for counties that have sought and received voter
27 approval of taxes or that have imposed fees, including uniform
28 developer fees as defined by subdivision (b) of Section 8879.67
29 of the Government Code, which taxes or fees are dedicated solely
30 to transportation improvements. The Controller shall each month
31 set aside one-twelfth of this amount, to accumulate a total of two
32 hundred million dollars (\$200,000,000) in each fiscal year.

33 (2) Eligible projects under this subdivision shall include, but
34 not are limited to, sound walls for a freeway that was built prior
35 to 1987 without sound walls and with or without high occupancy
36 vehicle lanes if the completion of the sound walls has been deferred
37 due to lack of available funding for at least twenty years and a
38 noise barrier scope summary report has been completed within the
39 last twenty years.

(3) Notwithstanding Section 13340 of the Government Code, the funds available under this subdivision in each fiscal year are hereby continuously appropriated for allocation to each eligible county and each city in the county for road maintenance and rehabilitation purposes pursuant to Section 2033.

(b) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amount allocated in subdivision (a), beginning in the 2017–18 fiscal year, one hundred million dollars (\$100,000,000) of the remaining revenues shall be available annually for expenditure, upon appropriation by the Legislature, on the Active Transportation Program created pursuant to Chapter 8 (commencing with Section 2380) of Division 3 to be allocated by the California Transportation Commission pursuant to Section 2381. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of one hundred million dollars (\$100,000,000) in each fiscal year.

(c) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a) and (b), beginning in the 2017–18 fiscal year, four hundred million dollars (\$400,000,000) of the remaining revenues shall be available annually for expenditure, upon appropriation by the Legislature, by the department for bridge and culvert maintenance and rehabilitation. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of four hundred million dollars (\$400,000,000) in each fiscal year.

(d) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), and (c), beginning in the 2017–18 fiscal year, twenty-five million dollars (\$25,000,000) of the remaining revenues shall be transferred annually to the State Highway Account for expenditure, upon appropriation by the Legislature, to supplement the freeway service patrol program. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of twenty-five million dollars (\$25,000,000) in each fiscal year.

(e) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), (c), and (d), in the 2017–18, 2018–19, 2019–20, 2020–21, and 2021–22 fiscal years, from revenues in the Road Maintenance and Rehabilitation Account that are not

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

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

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

38 (h) Notwithstanding Section 13340 of the Government Code,
39 the balance of the revenues deposited in the Road Maintenance

1 and Rehabilitation Account are hereby continuously appropriated
2 as follows:

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

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

10 2032.5. (a) It is the intent of the Legislature that the
11 Department of Transportation and local governments are held
12 accountable for the efficient investment of public funds to maintain
13 the public highways, streets, and roads, and are accountable to the
14 people through performance goals that are tracked and reported.

15 (b) The department shall annually report to the commission
16 relative to the expenditures made with funds received pursuant to
17 subdivision (c) of, and paragraph (1) of subdivision (g) of, Section
18 2032, and the progress made and achievement of the performance
19 goals outlined in subdivision (n) of Section 1 of the act adding this
20 section.

21 (c) For each fiscal year in which the department receives an
22 allocation of funds described in subdivision (b), the department
23 shall submit documentation to the commission that includes a
24 description and the location of each completed project, the amount
25 of funds expended on the project, the completion date, and the
26 project's estimated useful life. Annually, the commission shall
27 evaluate the effectiveness of the department in reducing deferred
28 maintenance and improving road conditions on the state highway
29 system, as demonstrated by the progress made by the goals set
30 forth in subdivision (n) of Section 1 of the act enacting this section.
31 The commission may make recommendations for improvement
32 and may withhold future project allocations if it determines
33 program funds are not being appropriately spent. The commission
34 shall annually include any findings in its annual report to the
35 Legislature pursuant to Section 14535 of the Government Code.

36 (d) The department shall implement efficiency measures with
37 the goal to generate at least one hundred million dollars
38 (\$100,000,000) per year in savings to invest in maintenance and
39 rehabilitation of the state highway system. These savings shall be
40 reported to the commission.

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

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

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

11 2033.5. The department, from funds made available pursuant
12 to subdivision (f) of Section 2032, shall allocate local planning
13 grants to encourage local and regional planning that furthers state
14 goals, including, but not limited to, the goals and best practices
15 cited in the regional transportation guidelines adopted by the
16 commission pursuant to Sections 14522 to 14522.3, inclusive, of
17 the Government Code. The department shall develop a grant guide
18 and shall consult with the State Air Resources Board, the
19 Governor's Office of Planning and Research, and the Department
20 of Housing and Community Development in the development of
21 the grant guide, and shall provide status reports as it administers
22 these funds. The grant guide shall be exempt from the
23 Administrative Procedure Act (Chapter 3.5 (commencing with
24 Section 11340) of Part 1 of Division 3 of Title 2 of the Government
25 Code).

26 2034. (a) (1) Prior to receiving an apportionment of funds
27 under the program pursuant to paragraph (2) of subdivision (h) of
28 Section 2032 from the Controller in a fiscal year, an eligible city
29 or county shall submit to the commission a list of projects proposed
30 to be funded with these funds pursuant to an adopted city or county
31 budget. All projects proposed to receive funding shall be included
32 in a city or county budget that is adopted by the applicable city
33 council or county board of supervisors at a regular public meeting.
34 The list of projects proposed to be funded with these funds shall
35 include a description and the location of each proposed project, a
36 proposed schedule for the project's completion, and the estimated
37 useful life of the improvement. The project list shall not limit the
38 flexibility of an eligible city or county to fund projects in
39 accordance with local needs and priorities so long as the projects
40 are consistent with subdivision (b) of Section 2030.

1 (2) The commission shall report to the Controller the cities and
2 counties that have submitted a list of projects as described in this
3 subdivision and that are therefore eligible to receive an
4 apportionment of funds under the program for the applicable fiscal
5 year. The Controller, upon receipt of the report, shall apportion
6 funds to eligible cities and counties.

7 (b) For each fiscal year, each city or county receiving an
8 apportionment of funds shall, upon expending program funds,
9 submit documentation to the commission that includes a description
10 and location of each completed project, the amount of funds
11 expended on the project, the completion date, and the estimated
12 useful life of the improvement.

13 2036. (a) Cities and counties shall maintain their existing
14 commitment of local funds for street, road, and highway purposes
15 in order to remain eligible for an allocation or apportionment of
16 funds pursuant to Section 2032.

17 (b) In order to receive an allocation or apportionment pursuant
18 to Section 2032, the city or county shall annually expend from its
19 general fund for street, road, and highway purposes an amount not
20 less than the annual average of its expenditures from its general
21 fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as
22 reported to the Controller pursuant to Section 2151. For purposes
23 of this subdivision, in calculating a city's or county's annual
24 general fund expenditures and its average general fund expenditures
25 for the 2009–10, 2010–11, and 2011–12 fiscal years, any
26 unrestricted funds that the city or county may expend at its
27 discretion, including vehicle in-lieu tax revenues and revenues
28 from fines and forfeitures, expended for street, road, and highway
29 purposes shall be considered expenditures from the general fund.
30 One-time allocations that have been expended for street and
31 highway purposes, but which may not be available on an ongoing
32 basis, including revenue provided under the Teeter Plan Bond Law
33 of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1
34 of Division 2 of Title 5 of the Government Code), may not be
35 considered when calculating a city's or county's annual general
36 fund expenditures.

37 (c) For any city incorporated after July 1, 2009, the Controller
38 shall calculate an annual average expenditure for the period
39 between July 1, 2009, and December 31, 2015, inclusive, that the
40 city was incorporated.

1 (d) For purposes of subdivision (b), the Controller may request
2 fiscal data from cities and counties in addition to data provided
3 pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12
4 fiscal years. Each city and county shall furnish the data to the
5 Controller not later than 120 days after receiving the request. The
6 Controller may withhold payment to cities and counties that do
7 not comply with the request for information or that provide
8 incomplete data.

9 (e) The Controller may perform audits to ensure compliance
10 with subdivision (b) when deemed necessary. Any city or county
11 that has not complied with subdivision (b) shall reimburse the state
12 for the funds it received during that fiscal year. Any funds withheld
13 or returned as a result of a failure to comply with subdivision (b)
14 shall be reapportioned to the other counties and cities whose
15 expenditures are in compliance.

16 (f) If a city or county fails to comply with the requirements of
17 subdivision (b) in a particular fiscal year, the city or county may
18 expend during that fiscal year and the following fiscal year a total
19 amount that is not less than the total amount required to be
20 expended for those fiscal years for purposes of complying with
21 subdivision (b).

22 2037. A city or county may spend its apportionment of funds
23 under the program on transportation priorities other than those
24 allowable pursuant to this chapter if the city's or county's average
25 Pavement Condition Index meets or exceeds 80.

26 2038. The California Workforce Development Board shall
27 develop guidelines for public agencies receiving Road Maintenance
28 and Rehabilitation Account funds to participate in, invest in, or
29 partner with, new or existing preapprenticeship training programs
30 established pursuant to subdivision (e) of Section 14230 of the
31 Unemployment Insurance Code. The department and local agencies
32 that receive Road Maintenance and Rehabilitation Account funds
33 pursuant to this chapter shall, not later than July 1, 2023, follow
34 the guidelines set forth by the board. The board shall also establish
35 a preapprenticeship development and training grant program,
36 beginning January 1, 2019, pursuant to subdivision (e) of Section
37 14230 of the Unemployment Insurance Code. Local public agencies
38 that receive Road Maintenance and Rehabilitation Account funds
39 pursuant to this chapter are eligible to compete for such grants and
40 may apply in partnership with other agencies and entities, including

1 those with existing preapprenticeship programs. Successful grant
2 applicants shall, to the extent feasible:

3 (a) Follow the multicraft core curriculum implemented by the
4 State Department of Education for its pilot project with the
5 California Partnership Academies and by the California Workforce
6 Development Board and local boards.

7 (b) Include a plan for outreach to and retention of women
8 participants in the preapprenticeship program to help increase the
9 representation of women in the building and construction trades.

10 (c) Include a plan for outreach to and retention of minority
11 participants and underrepresented subgroups in the
12 preapprenticeship program to help increase their representation in
13 the building and construction trades.

14 (d) Include a plan for outreach to and retention of disadvantaged
15 youth participants in the preapprenticeship program to help increase
16 their employment opportunities in the building and construction
17 trades.

18 (e) Include a plan for outreach to individuals in the local labor
19 market area and to formerly incarcerated individuals to provide
20 pathways to employment and training.

21 (f) Coordinate with local state-approved apprenticeship
22 programs, local building trade councils, and to the extent possible
23 the California Conservation Corps and certified community
24 conservation corps, so individuals who have completed these
25 programs have a pathway to continued employment.

26 SEC. 37. Section 2103.1 is added to the Streets and Highways
27 Code, to read:

28 2103.1. (a) Notwithstanding subdivision (b) of Section 2103,
29 the portion of revenues in the Highway Users Tax Account
30 attributable to the increases in the motor vehicle fuel excise tax
31 pursuant to subdivision (c) of Section 7360 of the Revenue and
32 Taxation Code, as adjusted pursuant to subdivision (d) of that
33 section, shall be transferred to the Road Maintenance and
34 Rehabilitation Account pursuant to Section 2031.

35 (b) Notwithstanding subdivision (b) of Section 2103, the portion
36 of revenues in the Highway Users Tax Account attributable to the
37 increase in the diesel fuel excise tax pursuant to subdivision (b)
38 of Section 60050 of the Revenue and Taxation Code, as adjusted
39 pursuant to subdivision (c) of that section, shall be transferred as
40 follows:

1 (1) Fifty percent to the Trade Corridors Enhancement Account
2 pursuant to Section 2192.4.

3 (2) Fifty percent to the Road Maintenance and Rehabilitation
4 Account pursuant to Section 2031.

5 (c) Notwithstanding subdivision (b) of Section 2103, the portion
6 of the revenues in the Highway Users Tax Account attributable to
7 the storage taxes imposed pursuant to Sections 7361.2 and 60050.2
8 of the Revenue and Taxation Code shall be deposited in the Road
9 Maintenance and Rehabilitation Account created pursuant to
10 Section 2031.

11 SEC. 38. Section 2104 of the Streets and Highways Code is
12 amended to read:

13 2104. Notwithstanding Section 13340 of the Government Code,
14 a sum equal to the net revenue derived from 11.3 percent of the
15 per gallon tax under the Motor Vehicle Fuel License Tax Law
16 (Part 2 (commencing with Section 7301) of Division 2), 1.80 cents
17 (\$0.0180) under the Use Fuel Tax Law (Part 3 (commencing with
18 Section 8601) of Division 2), and 11.5 percent of the per gallon
19 tax under the Diesel Fuel Tax Law (Part 31 (commencing with
20 Section 60001) of Division 2) of the Revenue and Taxation Code,
21 shall be apportioned among the counties, as follows:

22 (a) Each county shall be paid one thousand six hundred
23 sixty-seven dollars (\$1,667) during each calendar month, which
24 amount shall be expended exclusively for engineering costs and
25 administrative expenses with respect to county roads.

26 (b) A sum equal to the total of all reimbursable snow removal
27 or snow grooming, or both, costs filed pursuant to subdivision (d)
28 of Section 2152, or seven million dollars (\$7,000,000), whichever
29 is less, shall be apportioned in 12 approximately equal monthly
30 apportionments for snow removal or snow grooming, or both, on
31 county roads, as provided in Section 2110.

32 (c) A sum equal to five hundred thousand dollars (\$500,000)
33 shall be apportioned in 12 approximately equal monthly
34 apportionments, as provided in Section 2110.5.

35 (d) (1) Seventy-five percent of the funds payable under this
36 section shall be apportioned among the counties monthly in the
37 respective proportions that the number of fee-paid and exempt
38 vehicles which are registered in each county bears to the total
39 number of fee-paid and exempt vehicles registered in the state.

(2) For purposes of apportionment under this subdivision, the Department of Motor Vehicles shall, as soon as possible after the last day of each calendar month, furnish to the Controller a verified statement showing the number of fee-paid and exempt vehicles which are registered in each county and in the state as of the last day of each calendar month as reflected by the records of the Department of Motor Vehicles.

(e) Of the remaining money payable, there shall be paid to each eligible county an amount that is computed monthly as follows: The number of miles of maintained county roads in each county shall be multiplied by sixty dollars (\$60); from the resultant amount, there shall be deducted the amount received by each county under subdivision (d) and the remainder, if any, shall be paid to each county.

(f) The remaining money payable, after the foregoing apportionments, shall be apportioned among the counties in the same proportion as the money referred to in subdivision (d).

(g) (1) Transfers of revenues from the Highway Users Tax Account to counties pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a county may make use of any cash balance in its county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007–08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

1 (h) (1) The transfer of revenues from the Highway Users Tax
2 Account to counties pursuant to this section that are collected
3 during the months of January, February, and March 2009, shall be
4 made with the transfer of April 2009 revenues in May 2009.

5 (2) For the purpose of meeting the cash obligations associated
6 with ongoing budgeted costs, a county may make use of any cash
7 balance in its county road fund, including that resulting from the
8 receipt of funds pursuant to the Highway Safety, Traffic Reduction,
9 Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49
10 (commencing with Section 8879.20) of Division 1 of Title 2 of
11 the Government Code (bond act)) for local streets and roads
12 maintenance during the period of this suspension, provided the
13 cash is replaced once this suspension is repaid in May of 2009.

14 (3) This subdivision shall not affect any requirement that an
15 expenditure is required to be accrued and reflected from the
16 appropriate funding source for which the money was received and
17 to meet all the requirements of its funding source.

18 SEC. 39. Section 2105 of the Streets and Highways Code is
19 amended to read:

20 2105. Notwithstanding Section 13340 of the Government Code,
21 in addition to the apportionments prescribed by Sections 2104,
22 2106, and 2107, from the revenues derived from a per gallon tax
23 imposed pursuant to Section 7360 of the Revenue and Taxation
24 Code, and a per gallon tax imposed pursuant to Sections 8651,
25 8651.5, and 8651.6 of the Revenue and Taxation Code, and a per
26 gallon tax imposed pursuant to Sections 60050 and 60115 of the
27 Revenue and Taxation Code, the following apportionments shall
28 be made:

29 (a) A sum equal to 5.8 percent of the per gallon tax under
30 Section 7360 of the Revenue and Taxation Code, 11.5 percent of
31 any per gallon tax in excess of nine cents (\$0.09) per gallon under
32 Sections 8651, 8651.5, and 8651.6 of the Revenue and Taxation
33 Code, and 6.5 percent of the per gallon tax under Sections 60050
34 and 60115 of the Revenue and Taxation Code, shall be apportioned
35 among the counties, including a city and county.

36 The amount of apportionment to each county, including a city
37 and county, during a fiscal year shall be calculated as follows:

38 (1) One million dollars (\$1,000,000) for apportionment to all
39 counties, including a city and county, in proportion to each county's
40 receipts during the prior fiscal year under Sections 2104 and 2106.

(2) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, as follows:

(A) Seventy-five percent in the proportion that the number of fee-paid and exempt vehicles which are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent in the proportion that the number of miles of maintained county roads in the county bears to the miles of maintained county roads in the state.

(3) For each county, determine its factor which is the higher amount calculated pursuant to paragraph (1) or (2) divided by the sum of the higher amounts for all of the counties.

(4) The amount to be apportioned to each county is equal to its factor multiplied by the amount available for apportionment.

(b) A sum equal to 5.8 percent of the per gallon tax under Section 7360 of the Revenue and Taxation Code, 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Sections 8651, 8651.5, and 8651.6 of the Revenue and Taxation Code, and 6.5 percent of the per gallon tax under Sections 60050 and 60115 of the Revenue and Taxation Code, shall be apportioned to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

(c) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the

1 cash is replaced once this suspension is repaid in September of
2 2008. Counties and cities may accrue the revenue received in
3 September 2008 as repayment of these suspensions for the months
4 of April, May, and June of 2008 back to the 2007–08 fiscal year.
5 Nothing in this paragraph shall change the fact that expenditures
6 must be accrued and reflected from the appropriate funding sources
7 for which the moneys were received and meet all the requirements
8 of those funding sources.

9 (d) (1) The transfer of revenues from the Highway Users Tax
10 Account to counties or cities pursuant to this section collected
11 during the months of January, February, and March 2009 shall be
12 made with the transfer of April 2009 revenues in May 2009.

13 (2) For the purpose of meeting the cash obligations associated
14 with ongoing budgeted costs, a city or county may make use of
15 any cash balance in the city account that is designated for the
16 receipt of state funds allocated for local streets and roads or the
17 county road fund, including that resulting from the receipt of funds
18 pursuant to the Highway Safety, Traffic Reduction, Air Quality,
19 and Port Security Bond Act of 2006 (Chapter 12.49 (commencing
20 with Section 8879.20) of Division 1 of Title 2 of the Government
21 Code (bond act)) for local streets and roads maintenance, during
22 the period of this suspension, and the use of this cash shall not be
23 considered as an expenditure of bond act funds, if the cash is
24 replaced when the payments that are suspended pursuant to this
25 subdivision are repaid in May 2009.

26 (3) This subdivision shall not affect any requirement that an
27 expenditure is required to be accrued and reflected from the
28 appropriate funding source for which the money was received and
29 to meet all the requirements of its funding source.

30 SEC. 40. Section 2106 of the Streets and Highways Code is
31 amended to read:

32 2106. Notwithstanding Section 13340 of the Government Code,
33 a sum equal to the net revenue derived from 5.3 percent of the per
34 gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2
35 (commencing with Section 7301) of Division 2 of the Revenue
36 and Taxation Code) shall be apportioned monthly from the
37 Highway Users Tax Account in the Transportation Tax Fund
38 among the counties and cities as follows:

1 (a) Four hundred dollars (\$400) per month shall be apportioned
2 to each city and city and county and eight hundred dollars (\$800)
3 per month shall be apportioned to each county and city and county.

4 (b) On the last day of each month, the sum of six hundred
5 thousand dollars (\$600,000) shall be transferred to the State
6 Highway Account in the State Transportation Fund for the Active
7 Transportation Program pursuant to Chapter 8 (commencing with
8 Section 2380). For each month in the 2013–14 fiscal year that has
9 passed prior to the enactment of the bill adding this sentence, six
10 hundred thousand dollars (\$600,000) shall be immediately
11 transferred from the Bicycle Transportation Account to the State
12 Highway Account in the State Transportation Fund for the Active
13 Transportation Program, less any amount already expended for
14 that program from the Bicycle Transportation Account during the
15 2013–14 fiscal year.

16 (c) The balance shall be apportioned, as follows:

17 (1) A base sum shall be computed for each county by using the
18 same proportions of fee-paid and exempt vehicles as are established
19 for purposes of apportionment of funds under subdivision (d) of
20 Section 2104.

21 (2) For each county, the percentage of the total assessed
22 valuation of tangible property subject to local tax levies within the
23 county which is represented by the assessed valuation of tangible
24 property outside the incorporated cities of the county shall be
25 applied to its base sum, and the resulting amount shall be
26 apportioned to the county. The assessed valuation of taxable
27 tangible property, for purposes of this computation, shall be that
28 most recently used for countywide tax levies as reported to the
29 Controller by the State Board of Equalization. If an incorporation
30 or annexation is legally completed following the base sum
31 computation, the new city's assessed valuation shall be deducted
32 from the county's assessed valuation, the estimate of which may
33 be provided by the State Board of Equalization.

34 (3) The difference between the base sum for each county and
35 the amount apportioned to the county shall be apportioned to the
36 cities of that county in the proportion that the population of each
37 city bears to the total population of all the cities in the county.
38 Populations used for determining apportionment of money under
39 Section 2107 are to be used for purposes of this section.

1 (d) (1) Transfers of revenues from the Highway Users Tax
2 Account to counties or cities pursuant to this section collected
3 during the months of March, April, May, June, and July of 2008,
4 shall be made with the transfer of August 2008 revenues in
5 September of 2008. This suspension shall not apply to a county
6 with a population of less than 40,000.

7 (2) For the purpose of meeting the cash obligations associated
8 with ongoing budgeted costs, a city or county may make use of
9 any cash balance in the city account that is designated for the
10 receipt of state funds allocated for local streets and roads or the
11 county road fund, including that resulting from the receipt of funds
12 pursuant to the Highway Safety, Traffic Reduction, Air Quality,
13 and Port Security Bond Act of 2006 (Chapter 12.49 (commencing
14 with Section 8879.20) of Division 1 of Title 2 of the Government
15 Code (hereafter bond act)) for local streets and roads maintenance,
16 during the period of this suspension, without the use of this cash
17 being reflected as an expenditure of bond act funds, provided the
18 cash is replaced once this suspension is repaid in September of
19 2008. Counties and cities may accrue the revenue received in
20 September 2008 as repayment of these suspensions for the months
21 of April, May, and June of 2008 back to the 2007–08 fiscal year.
22 Nothing in this paragraph shall change the fact that expenditures
23 must be accrued and reflected from the appropriate funding sources
24 for which the moneys were received and meet all the requirements
25 of those funding sources.

26 (e) (1) The transfer of revenues from the Highway Users Tax
27 Account to counties or cities pursuant to this section collected
28 during the months of January, February, and March 2009, shall be
29 made with the transfer of April 2009 revenues in May 2009.

30 (2) For the purpose of meeting the cash obligations associated
31 with ongoing budgeted costs, a city or county may make use of
32 any cash balance in the city account that is designated for the
33 receipt of state funds allocated for local streets and roads or the
34 county road fund, including that resulting from the receipt of funds
35 pursuant to the Highway Safety, Traffic Reduction, Air Quality,
36 and Port Security Bond Act of 2006 (Chapter 12.49 (commencing
37 with Section 8879.20) of Division 1 of Title 2 of the Government
38 Code (bond act)) for local streets and roads maintenance, during
39 the period of this suspension, and the use of this cash shall not be
40 considered as an expenditure of bond act funds, if the cash is

1 replaced when the payments that are suspended pursuant to this
2 subdivision are repaid in May 2009.

3 (3) This subdivision shall not affect any requirement that an
4 expenditure is required to be accrued and reflected from the
5 appropriate funding source for which the money was received and
6 to meet all the requirements of its funding source.

7 SEC. 41. Section 2107 of the Streets and Highways Code is
8 amended to read:

9 2107. (a) Notwithstanding Section 13340 of the Government
10 Code, a sum equal to the net revenues derived from 7.3 percent of
11 the per gallon tax under the Motor Vehicle Fuel License Tax Law
12 (Part 2 (commencing with Section 7301) of Division 2), 2.59 cents
13 (\$0.0259) under the Use Fuel Tax Law (Part 3 (commencing with
14 Section 8601) of Division 2), and 11.5 percent under the Diesel
15 Fuel Tax Law (Part 31 (commencing with Section 60001) of
16 Division 2) of the Revenue and Taxation Code, shall be
17 apportioned monthly to the cities and cities and counties of this
18 state from the Highway Users Tax Account in the Transportation
19 Tax Fund as provided in this section.

20 (b) From the sum determined pursuant to subdivision (a), the
21 Controller shall allocate annually to each city that has filed a report
22 containing the information prescribed by subdivision (c) of Section
23 2152, and that had expenditures in excess of five thousand dollars
24 (\$5,000) during the preceding fiscal year for snow removal, an
25 amount equal to one-half of the amount of its expenditures for
26 snow removal in excess of five thousand dollars (\$5,000) during
27 that fiscal year.

28 (c) The balance of the sum determined pursuant to subdivision
29 (a) from the Highway Users Tax Account shall be allocated to
30 each city, including city and county, in the proportion that the total
31 population of the city bears to the total population of all the cities
32 in this state.

33 (d) (1) For the purpose of this section, except as otherwise
34 provided in paragraph (2), the population in each city is the
35 population determined for that city in the manner specified in
36 Section 11005.3 of the Revenue and Taxation Code.

37 (2) Commencing with the ninth fiscal year of a city described
38 in subdivision (a) of Section 11005.3 of the Revenue and Taxation
39 Code, the sixth fiscal year of a city described in subdivision (b) of
40 Section 11005.3 of the Revenue and Taxation Code, and the 61st

1 month of the city described in subdivision (c) of Section 11005.3
2 of the Revenue and Taxation Code, the population in each city is
3 the actual population of that city, as defined in subdivision (e) of
4 Section 11005.3 of the Revenue and Taxation Code.

5 (e) (1) Transfers of revenues from the Highway Users Tax
6 Account to cities pursuant to this section collected during the
7 months of March, April, May, June, and July of 2008, shall be
8 made with the transfer of August 2008 revenues in September of
9 2008.

10 (2) For the purpose of meeting the cash obligations associated
11 with ongoing budgeted costs, a city may make use of any cash
12 balance in the city account that is designated for the receipt of state
13 funds allocated for local streets and roads, including that resulting
14 from the receipt of funds pursuant to the Highway Safety, Traffic
15 Reduction, Air Quality, and Port Security Bond Act of 2006
16 (Chapter 12.49 (commencing with Section 8879.20) of Division
17 1 of Title 2 of the Government Code (hereafter bond act)) for local
18 streets and roads maintenance, during the period of this suspension,
19 without the use of this cash being reflected as an expenditure of
20 bond act funds, provided the cash is replaced once this suspension
21 is repaid in September of 2008. Cities may accrue the revenue
22 received in September 2008 as repayment of these suspensions for
23 the months of April, May, and June of 2008 back to the 2007–08
24 fiscal year. Nothing in this paragraph shall change the fact that
25 expenditures must be accrued and reflected from the appropriate
26 funding sources for which the moneys were received and meet all
27 the requirements of those funding sources.

28 (f) (1) A transfer of revenues from the Highway Users Tax
29 Account to cities pursuant to this section collected during the
30 months of January, February, and March 2009, shall be made with
31 the transfer of April 2009 revenues in May 2009.

32 (2) For the purpose of meeting the cash obligations associated
33 with ongoing budgeted costs, a city may make use of any cash
34 balance in the city account that is designated for the receipt of state
35 funds allocated for local streets and roads, including that resulting
36 from the receipt of funds pursuant to the Highway Safety, Traffic
37 Reduction, Air Quality, and Port Security Bond Act of 2006
38 (Chapter 12.49 (commencing with Section 8879.20) of Division
39 1 of Title 2 of the Government Code (bond act)) for local streets
40 and roads maintenance, during the period of this suspension, and

1 the use of this cash shall not be reflected as an expenditure of bond
2 act funds, if the cash is replaced once this suspension is repaid in
3 May 2009.

4 (3) This subdivision shall not affect any requirement that an
5 expenditure is required to be accrued and reflected from the
6 appropriate funding sources for which the moneys were received
7 and to meet all the requirements of those funding sources.

8 SEC. 42. Section 2192.4 is added to the Streets and Highways
9 Code, to read:

10 2192.4. The Trade Corridor Enhancement Account is hereby
11 created in the State Transportation Fund to receive funds from
12 subdivision (b) of Section 60050 of the Revenue and Taxation
13 Code, as adjusted. Funds in the account shall be available for
14 expenditure upon appropriation by the Legislature for
15 corridor-based freight projects nominated by local agencies and
16 the state.

17 SEC. 43. The Legislature finds and declares all of the
18 following:

19 (a) Californians know congestion. For decades, California has
20 been home to five or six of the nation's most congested travel
21 corridors, which are located in Los Angeles, the San
22 Francisco-Oakland-San Jose Bay Area, the Inland Empire, San
23 Diego, and increasingly, in the central valley. While congestion
24 is a vexing challenge in a state that is home to nearly 40 million
25 people and that adds nearly a half-million people each year, regions
26 and localities are finding new ways to address congestion in highly
27 traveled corridors by undertaking long-term, comprehensive, and
28 multimodal approaches that seek to reduce congestion by
29 expanding travel choices, improving the quality of life, and
30 preserving the local community character within the corridor.

31 (b) Examples of this more comprehensive approach to improving
32 congestion in highly traveled corridors include, but are not limited
33 to, programs in the following regions:

34 (1) The North Coast Corridor improvements along Route 5 and
35 the parallel rail corridor in the County of San Diego.

36 (2) The Route 91 and Metrolink rail corridor improvements in
37 the County of Riverside.

38 (3) Emerging solutions for the Route 101 and Caltrain corridor
39 connecting Silicon Valley with San Francisco.

1 (4) Multimodal approaches for the Route 101 and SMART rail
2 corridor between the Counties of Marin and Sonoma.

3 (5) Comprehensive solutions for the Route 405 Corridor in the
4 County of Los Angeles.

5 (c) The state recognizes the benefits to mobility, quality of life,
6 and the environment through comprehensive, multimodal proposals
7 that address mobility, community, and environmental challenges
8 along highly traveled corridors. Therefore, the Solutions for
9 Congested Corridors Program is being created to support
10 collaborative and comprehensive proposals to address these
11 challenges.

12 SEC. 44. Chapter 8.5 (commencing with Section 2390) is added
13 to Division 3 of the Streets and Highways Code, to read:

14
15 CHAPTER 8.5. CONGESTED CORRIDORS
16

17 2390. The Solutions for Congested Corridors Program is hereby
18 created.

19 2391. Pursuant to subdivision (b) of Section 11053 of the
20 Revenue and Taxation Code, two hundred fifty million dollars
21 (\$250,000,000) in the State Highway Account shall be available
22 for appropriation to the Department of Transportation in each
23 annual Budget Act for the Solutions for Congested Corridors
24 Program. Funds made available for the program shall be allocated
25 by the California Transportation Commission to projects designed
26 to achieve a balanced set of transportation, environmental, and
27 community access improvements within highly congested travel
28 corridors throughout the state. Funding shall be available for
29 projects that make specific performance improvements and are
30 part of a comprehensive corridor plan designed to reduce
31 congestion in highly traveled corridors by providing more
32 transportation choices for residents, commuters, and visitors to the
33 area of the corridor while preserving the character of the local
34 community and creating opportunities for neighborhood
35 enhancement projects. In order to mitigate increases in vehicle
36 miles traveled, greenhouse gases, and air pollution, highway lane
37 capacity-increasing projects funded by this program shall be limited
38 to high-occupancy vehicle lanes, managed lanes as defined in
39 Section 14106 of the Government Code, and other non-general
40 purpose lane improvements primarily designed to improve safety

1 for all modes of travel, such as auxiliary lanes, truck climbing
2 lanes, or dedicated bicycle lanes. Project elements within the
3 corridor plans may include improvements to state highways, local
4 streets and roads, public transit facilities, bicycle and pedestrian
5 facilities, and restoration or preservation work that protects critical
6 local habitat or open space.

7 2392. A regional transportation planning agency or county
8 transportation commission or authority responsible for preparing
9 a regional transportation improvement plan under Section 14527
10 of the Government Code or the department may nominate projects
11 for funding through the program that are consistent with the policy
12 objectives of the program as set forth in this chapter. The
13 commission shall allocate no more than one-half of the funds
14 available each year to projects nominated exclusively by the
15 department. Preference shall be given to corridor plans that
16 demonstrate that the plans and the specific project improvements
17 to be undertaken are the result of collaboration between the
18 department and local or regional partners that reflect a
19 comprehensive approach to addressing congestion and
20 quality-of-life issues within the affected corridor through
21 investment in transportation and related environmental solutions.
22 Collaboration between the partners may be demonstrated by a
23 project being jointly nominated by both the regional agency and
24 the department.

25 2393. A project nomination shall include documentation
26 regarding the quantitative and qualitative measures validating the
27 project's consistency with the policy objectives of the program as
28 set forth in this chapter. In addition to being included in a corridor
29 plan, a nominated project shall also be included in the region's
30 regional transportation plan. Projects within the boundaries of a
31 metropolitan planning organization must be included in an adopted
32 regional transportation plan that includes a sustainable communities
33 strategy determined by the State Air Resources Board to achieve
34 the region's greenhouse gas emissions reduction targets.

35 2394. The commission shall allocate program funds to projects
36 after reviewing the corridor plans submitted by the regional
37 agencies or the department and making a determination that a
38 proposed project is consistent with the objectives of the corridor
39 plan. In addition to making a consistency determination with

1 respect to project nominations, the commission shall score the
2 proposed projects on the following criteria:

- 3 (a) Safety.
- 4 (b) Congestion.
- 5 (c) Accessibility.
- 6 (d) Economic development and job creation and retention.
- 7 (e) Furtherance of state and federal ambient air standards and
8 greenhouse gas emissions reduction standards pursuant to the
9 California Global Warming Solutions Act of 2006 (Division 25.5
10 (commencing with Section 38550) of the Health and Safety Code)
11 and Senate Bill 375 (Chapter 728 of the Statutes of 2008).
- 12 (f) Efficient land use.
- 13 (g) Matching funds.
- 14 (h) Project deliverability.

15 2395. The commission shall adopt an initial program of projects
16 to be funded through the initial appropriation for the program. The
17 initial program may cover a multiyear programming period.
18 Subsequent programs of projects shall be adopted on a biennial
19 basis consistent with available funds for the program, and may
20 include updates to programs of projects previously adopted.

21 2396. The commission, in consultation with the State Air
22 Resources Board, shall develop and adopt guidelines for the
23 program consistent with the requirements of this chapter.
24 Guidelines adopted by the commission shall be exempt from the
25 Administrative Procedure Act (Chapter 3.5 (commencing with
26 Section 11340) of Part 1 of Division 3 of Title 2 of the Government
27 Code). Prior to adopting the guidelines, the commission shall
28 conduct at least one public hearing in northern California and one
29 public hearing in southern California to review and provide an
30 opportunity for public comment. The commission shall adopt the
31 final guidelines no sooner than 30 days after the commission
32 provides the proposed guidelines to the Joint Legislative Budget
33 Committee and the transportation policy committees in the Senate
34 and the Assembly.

35 2397. On or before March 1, 2019, and annually thereafter, the
36 commission shall provide project update reports on the
37 development and implementation of the program described in this
38 chapter in its annual report to the Legislature prepared pursuant
39 to Section 14535 of the Government Code. A copy of the report
40 shall be provided to the Joint Legislative Budget Committee and

1 the transportation policy committees of both houses of the
2 Legislature. The report, at a minimum, shall include information
3 on each project that received funding under the program, including,
4 but not limited to, all of the following:

5 (a) A summary describing the overall progress of the project
6 since the initial award.

7 (b) Expenditures to date for all project phase costs.

8 (c) A summary of milestones achieved during the prior year
9 and milestones expected to be reached in the coming year.

10 (d) An assessment of how the project is meeting the quantitative
11 and qualitative measurements identified in the project nomination,
12 as outlined in Section 2393.

13 SEC. 45. Section 4000.15 is added to the Vehicle Code, to
14 read:

15 4000.15. (a) Effective January 1, 2020, the department shall
16 confirm, prior to the initial registration or the transfer of ownership
17 and registration of a diesel-fueled vehicle with a gross vehicle
18 weight rating of more than 14,000 pounds, that the vehicle is
19 compliant with, or exempt from, applicable air pollution control
20 technology requirements pursuant to Division 26 (commencing
21 with Section 39000) of the Health and Safety Code and regulations
22 of the State Air Resources Board adopted pursuant to that division.

23 (b) Except as otherwise provided in subdivision (c), for
24 diesel-fueled vehicles subject to Section 43018 of the Health and
25 Safety Code, as applied to the reduction of emissions of diesel
26 particulate matter, oxides of nitrogen, and other criteria pollutants
27 from in-use diesel-fueled vehicles, and Section 2025 of Title 13
28 of the California Code of Regulations as it read January 1, 2017,
29 or as subsequently amended:

30 (1) The department shall refuse registration, or renewal or
31 transfer of registration, for a diesel-fueled vehicle with a gross
32 vehicle weight rating of 14,001 pounds to 26,000 pounds for the
33 following vehicle model years:

34 (A) Effective January 1, 2020, vehicle model years 2004 and
35 older.

36 (B) Effective January 1, 2021, vehicle model years 2007 and
37 older.

38 (C) Effective January 1, 2023, vehicle model years 2010 and
39 older.

1 (2) The department shall refuse registration, or renewal or
2 transfer of registration, for a diesel-fueled vehicle with a gross
3 vehicle weight rating of more than 26,000 pounds for the following
4 vehicle model years:

5 (A) Effective January 1, 2020, vehicle model years 2000 and
6 older.

7 (B) Effective January 1, 2021, vehicle model years 2005 and
8 older.

9 (C) Effective January 1, 2022, vehicle model years 2007 and
10 older.

11 (D) Effective January 1, 2023, vehicle model years 2010 and
12 older.

13 (c) (1) As determined by the State Air Resources Board,
14 notwithstanding effective dates and vehicle model years identified
15 in subdivision (b), the department may allow registration, or
16 renewal or transfer of registration, for a diesel-fueled vehicle that
17 has been reported to the State Air Resources Board, and is using
18 an approved exemption, or is compliant with applicable air
19 pollution control technology requirements pursuant to Division
20 26 (commencing with Section 39000) of the Health and Safety
21 Code and regulations of the State Air Resources Board adopted
22 pursuant to that division, including vehicles equipped with the
23 required model year emissions equivalent engine or otherwise
24 using an approved compliance option.

25 (2) The State Air Resources Board shall notify the department
26 of the vehicles allowed to be registered pursuant to this subdivision.

27 SEC. 46. Section 4156 of the Vehicle Code is amended to read:

28 4156. (a) Notwithstanding any other provision of this code,
29 and except as provided in subdivision (b), the department in its
30 discretion may issue a temporary permit to operate a vehicle when
31 a payment of fees has been accepted in an amount to be determined
32 by, and paid to the department, by the owner or other person in
33 lawful possession of the vehicle. The permit shall be subject to the
34 terms and conditions, and shall be valid for the period of time, that
35 the department shall deem appropriate under the circumstances.

36 (b) (1) The department shall not issue a temporary permit
37 pursuant to subdivision (a) to operate a vehicle for which a
38 certificate of compliance is required pursuant to Section 4000.3,
39 and for which that certificate of compliance has not been issued,
40 unless the department is presented with sufficient evidence, as

1 determined by the department, that the vehicle has failed its most
2 recent smog check inspection.

3 (2) Only one temporary permit may be issued pursuant to this
4 subdivision to a vehicle owner in a two-year period.

5 (3) A temporary permit issued pursuant to paragraph (1) is valid
6 for either 60 days after the expiration of the registration of the
7 vehicle or 60 days after the date that vehicle is removed from
8 nonoperation, whichever is applicable at the time that the temporary
9 permit is issued.

10 (4) A temporary permit issued pursuant to paragraph (1) is
11 subject to Section 9257.5.

12 (c) (1) The department may issue a temporary permit pursuant
13 to subdivision (a) to operate a vehicle for which registration may
14 be refused pursuant to Section 4000.15.

15 (2) Only one temporary permit may be issued pursuant to this
16 subdivision for any vehicle, unless otherwise approved by the State
17 Air Resources Board.

18 (3) A temporary permit issued pursuant to paragraph (1) is valid
19 for either 90 days after the expiration of the registration of the
20 vehicle or 90 days after the date that vehicle is removed from
21 nonoperation, whichever is applicable at the time the temporary
22 permit is issued.

23 (4) A temporary permit issued pursuant to paragraph (1) is
24 subject to Section 9257.5.

25 SEC. 47. Section 9250.6 is added to the Vehicle Code, to read:

26 9250.6. (a) In addition to any other fees specified in this code,
27 or the Revenue and Taxation Code, commencing July 1, 2020, a
28 road improvement fee of one hundred dollars (\$100) shall be paid
29 to the department for registration or renewal of registration of
30 every zero-emission motor vehicle model year 2020 and later
31 subject to registration under this code, except those motor vehicles
32 that are expressly exempted under this code from payment of
33 registration fees.

34 (b) On January 1, 2021, and every January 1 thereafter, the
35 Department of Motor Vehicles shall adjust the road improvement
36 fee imposed under subdivision (a) by increasing the fee in an
37 amount equal to the increase in the California Consumer Price
38 Index for the prior year, except the first adjustment shall cover the
39 prior six months, as calculated by the Department of Finance, with
40 amounts equal to or greater than fifty cents (\$0.50) rounded to the

1 highest whole dollar. The incremental change shall be added to
2 the associated fee rate for that year.

3 (c) Any changes to the road improvement fee imposed by
4 subdivision (a) that are enacted by legislation subsequent to July
5 1, 2017, shall be deemed to be changes to the base fee rate for
6 purposes of the California Consumer Price Index calculation and
7 adjustment performed pursuant to subdivision (b).

8 (d) Revenues from the road improvement fee, after deduction
9 of the department's administrative costs related to this section,
10 shall be deposited in the Road Maintenance and Rehabilitation
11 Account created pursuant to Section 2031 of the Streets and
12 Highways Code.

13 (e) This section does not apply to a commercial motor vehicle
14 subject to Section 9400.1.

15 (f) The road improvement fee required pursuant to this section
16 does not apply to the initial registration after the purchase of a new
17 zero-emission motor vehicle.

18 (g) For purposes of this section, "zero-emission motor vehicle"
19 means a motor vehicle as described in subdivision (d) of Section
20 44258 of the Health and Safety Code, or any other motor vehicle
21 that is able to operate on any fuel other than gasoline or diesel fuel.

22 SEC. 48. (a) On or before January 1, 2019, the Institute for
23 Transportation Studies at the University of California, Davis is
24 requested to prepare and submit to the Governor and the Legislature
25 a report that makes recommendations on potential methodologies
26 to raise revenue from zero-emission and low-emission vehicle
27 owners to achieve the state's transportation electrification, clean
28 air, and climate targets established under law while also ensuring
29 those vehicle owners pay their fair share of any costs borne by
30 motorists to fund improvements to the transportation system.

31 (b) The report shall examine all fees, taxes, and incentives for
32 zero- and low-emission vehicles, and other vehicles, and shall
33 make recommendations for options that ensure the purchase and
34 ownership of zero- and low-emission vehicles are properly
35 incentivized to assist in meeting state clean air and climate targets,
36 while also ensuring appropriate levels of funding for roads and
37 transportation.

38 (c) The study shall assess annual fees on zero-emission vehicles
39 or other vehicles not otherwise subject to state fuel excise or use
40 taxes and compare that to the average annual state fuel excise tax

1 assessed on gasoline or diesel vehicles with equivalent fuel
2 economy.

3 (d) The Institute shall consult with the State Air Resources
4 Board, the Department of Transportation, the Department of Motor
5 Vehicles, and the State Board of Equalization in preparing the
6 report.

7 (e) This report shall be submitted in compliance with Section
8 9795 of the Government Code.

9 SEC. 49. Guidelines adopted to implement transportation
10 programs in this act by the California Transportation Commission,
11 the Department of Transportation, the Transportation Agency, or
12 any other state agency shall be exempt from the Administrative
13 Procedure Act (Chapter 3.5 (commencing with Section 11340) of
14 Part 1 of Division 3 of Title 2 of the Government Code).

15 SEC. 50. This act is an urgency statute necessary for the
16 immediate preservation of the public peace, health, or safety within
17 the meaning of Article IV of the Constitution and shall go into
18 immediate effect. The facts constituting the necessity are:

19 In order to provide additional funding for road maintenance and
20 rehabilitation purposes as quickly as possible, it is necessary for
21 this act to take effect immediately.

**SB 1 (Beall, D-San Jose) City and County Revenue Estimates
(Yearly Average Based on 10-Year Revenue Estimate)**

City	New SB 1 (Beall, D- San Jose) Revenues (Yearly)
Aliso Viejo	\$1,156,000
Anaheim	\$8,195,000
Brea	\$1,000,000
Buena Park	\$1,907,000
Costa Mesa	\$2,623,000
Cypress	\$1,138,000
Dana Point	\$765,000
Fountain Valley	\$1,298,000
Fullerton	\$3,260,000
Garden Grove	\$4,057,000
Huntington Beach	\$4,467,000
Irvine	\$5,913,000
La Habra	\$1,420,000
La Palma	\$367,000
Laguna Beach	\$540,000
Laguna Hills	\$702,000
Laguna Niguel	\$1,514,000
Laguna Woods	\$372,000
Lake Forest	\$1,920,000
Los Alamitos	\$269,000
Mission Viejo	\$2,213,000
Newport Beach	\$1,949,000
Orange	\$3,236,000
Placentia	\$1,196,000
Rancho Santa Margarita	\$1,110,000
San Clemente	\$1,516,000
San Juan Capistrano	\$826,000
Santa Ana	\$7,847,000
Seal Beach	\$574,000
Stanton	\$910,000
Tustin	\$1,893,000
Villa Park	\$136,000
Westminster	\$2,153,000
Yorba Linda	\$1,548,000

County	New SB 1 (Beall, D-San Jose) Revenues
Orange County	\$48,000,000

BILL: AB 344 (Melendez, R-Lake Elsinore)
Introduced February 7, 2017

SUBJECT: AB 344 would revise the toll evasion penalty process to allow a person contesting the violation to only pay a penalty after all challenges to the penalty have been exhausted

STATUS: Pending in the Senate
Passed the Assembly 80-0
Passed Assembly Transportation Committee 14-0

SUMMARY AS OF APRIL 5, 2017:

AB 344 would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after any of the following occurs, whichever is later:

- After the processing or issuing agency, as a result of an investigation with its own records and staff, finds that the contestant committed the toll evasion violation.
- If the contester requests an administrative review after the processing or issuing agency finds that the contestant committed the toll evasion violation.
- After the superior court finds as a result of an additional hearing requested by the contestant, that the contestant did commit the toll evasion violation.

Existing law states that if the person contesting a notice of toll evasion violation or delinquent toll evasion violation is not satisfied with the results of the initial investigation, then that person, within 15 days of the mailing of the results of the investigation, must deposit the full amount of the toll evasion penalty and request an administrative review. However, AB 344, revises the payment process for contested toll violations, and allows the contestant to exhaust all challenge opportunities before they pay the toll penalty.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) is the owner and operator of the 91 Express Lanes, a ten-mile toll road on State Route 91 beginning at State Route 55 and extending to the Orange/Riverside County line. Under existing practice, if a person contacts OCTA disputing a toll violation notice, OCTA investigates the toll violation to ensure that the correct vehicle was cited, the time/location was correct on the citation, that no payment was made and that the correct party was cited. If these factors are confirmed, then OCTA continues enforcement of the toll penalty. There is no payment required for this process. Overall, OCTA receives about 5500 challenges annually to toll violations.

After the investigative stage, the contestant can then appeal the results to an administrative hearing. When this occurs a person will be required to deposit the total amount of the toll violation plus penalties unless: a) the person is an account patron and the violation arose out of the same operative facts, then deposit is toll and penalties amount or \$250, whichever is less; or b) if person is a non-patron and toll violations all

arose out of same operative facts, then deposit shall be tolls plus either \$250 or \$250 plus 10 percent of penalties above \$1000, whichever is greater. OCTA will decrease or waive these deposits in cases where the person can prove economic hardship.

Currently, it is estimated that OCTA has about 17-18 cases each year that move forward with an administrative action. In 89 percent of these cases the toll violation is upheld. Each of these hearings is completed at an OCTA facility, where a hearing officer must be brought in for the case. On average, the cost for each administrative hearing is \$450.

Without requiring a person challenging a toll penalty to provide some form of payment prior to the hearing, more of an incentive is provided for a person to challenge the penalty until the final stage of the process in order to avoid paying the penalty. This could be especially problematic for repeat offenders who are looking to game the system. It also can lead to exponentially more people deciding to go to later stages of the appeal process since it does not impact their position in any way. This will increase associated costs for OCTA and impact OCTA's ability to enforce toll policies.

An oppose position is consistent with the OCTA 2017-18 State Legislative Platform's principles to "Support efforts to preserve local flexibility in the administration of toll lanes."

OCTA POSITION:

Staff recommends: OPPOSE

ASSEMBLY BILL

No. 344

Introduced by Assembly Member Melendez

February 7, 2017

An act to amend Section 40255 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 344, as introduced, Melendez. Toll evasion violations.

Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified.

Existing law authorizes, within 21 days from the issuance of the notice of a toll evasion violation, or within 15 days from the mailing of the notice of delinquent toll evasion, whichever occurs later, a person to contest a notice of toll evasion violation or a notice of delinquent toll evasion. Existing law requires the processing agency to either investigate with its own records and staff or request that the issuing agency to investigate the circumstances of the notice, and requires the processing agency to mail the results of the investigation to the person who contested the violation. If the person is not satisfied with the results of the investigation, existing law authorizes the person to deposit the amount of the toll evasion penalty and request an administrative review, as prescribed. Existing law requires the review to be conducted in

accordance with specified written procedure established by the processing agency and authorizes the agency's final decision to be delivered personally or by first-class mail. Within 20 days after mailing of the final decision, the contestant may seek review by filing an appeal to the superior court.

This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later.

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

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

SECTION 1. Section 40255 of the Vehicle Code is amended to read:

40255. (a) (1) Within 21 days from the issuance of the notice of toll evasion violation, or within 15 days from the mailing of the notice of delinquent toll evasion, whichever occurs later, a person may contest a notice of toll evasion violation or a notice of delinquent toll evasion. ~~In that case, the processing agency shall do the following:~~

(1)

(2) The processing agency shall either investigate with its own records and staff or request that the issuing agency investigate the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the toll evasion violation. ~~If,~~ *Based* upon the results of that investigation, *if* the processing agency is satisfied that the violation did not occur or that the registered owner was not responsible for the violation, the processing agency shall cancel the notice of toll evasion violation and make an adequate record of the reasons for canceling the notice. The processing agency shall mail the results of the investigation to the person who contested the notice of toll evasion violation or the notice of delinquent toll evasion violation.

(2)

1 (3) If the person contesting a notice of toll evasion violation or
2 notice of delinquent toll evasion violation is not satisfied with the
3 results of the investigation provided for in paragraph (1), ~~the person~~
4 ~~may~~, (2), *the person*, within 15 days of the mailing of the results
5 of the investigation, ~~deposit the amount of the toll evasion penalty~~
6 ~~and investigation, may request an administrative review. After~~
7 ~~January 1, 1996, an~~ *An* administrative hearing shall be held within
8 90 calendar days following the receipt of a request for an
9 administrative hearing, excluding any time tolled pursuant to this
10 article. The person requesting the hearing may request one
11 continuance, not to exceed 21 calendar days.

12 (b) The administrative review procedure shall consist of *all of*
13 the following:

14 (1) The person requesting an administrative review shall indicate
15 to the processing agency his or her election for a review by mail
16 or personal conference.

17 (2) If the person requesting an administrative review is a minor,
18 that person shall be permitted to appear at an administrative review
19 or admit responsibility for a toll evasion violation without the
20 necessity of the appointment of a guardian. The processing agency
21 may proceed against that person in the same manner as if ~~that~~ *the*
22 person were an adult.

23 (3) (A) The administrative review shall be conducted before a
24 reviewer designated to conduct the review by the issuing agency's
25 governing body or chief executive officer. In the case of violations
26 on facilities developed pursuant to Section 143 of the Streets and
27 Highways Code, the processing agency shall contract with a public
28 agency or a private entity that has no financial interest in the facility
29 for the provision of administrative review services pursuant to this
30 subdivision. The costs of those administrative review services shall
31 be included in the administrative fees authorized by this article.

32 (B) In addition to any other requirements of employment, a
33 reviewer shall demonstrate those qualifications, training, and
34 objectivity prescribed by the issuing agency's governing body or
35 chief executive as are necessary and ~~which~~ *that* are consistent with
36 the duties and responsibilities set forth in this article.

37 (C) The examiner's continued employment, performance
38 evaluation, compensation, and benefits shall not be directly or
39 indirectly linked to the amount of fines collected by the examiner.

(4) The officer or person authorized to issue a notice of toll evasion violation shall not be required to participate in an administrative review. The issuing agency shall not be required to produce any evidence other than the notice of toll evasion violation or copy thereof, information received from the department identifying the registered owner of the vehicle, and a statement under penalty of perjury from the person reporting the violation. The documentation in proper form shall be considered prima facie evidence of the violation.

(5) For a toll evasion violation that occurs on a vehicular crossing or toll highway where the issuing agency allows pay-by-plate toll payment, as defined in subdivision (e) of Section 23302, the officer or person authorized to issue a notice of toll evasion violation shall not be required to participate in an administrative review. The issuing agency shall not be required to produce any evidence other than the notice of toll evasion violation or copy thereof, information received from the department identifying the registered owner of the vehicle, and a statement from the officer or person authorized to issue a notice of toll evasion that the tolls or other charges and any applicable fee was not paid in accordance with the issuing agency's policies for pay-by-plate toll payment. Any officer or person who knowingly provides false information pursuant to this paragraph shall be subject to a civil penalty for each violation in the minimum amount of two hundred fifty dollars (\$250) up to a maximum amount of two thousand five hundred dollars (\$2,500). An action for a civil penalty may be brought by any public prosecutor in the name of the people of the State of California. The documentation in proper form shall be considered prima facie evidence of the violation.

(6) The review shall be conducted in accordance with the written procedure established by the processing~~-agency~~ agency, which shall ensure fair and impartial review of contested toll evasion violations. The agency's final decision may be delivered personally or by first-class mail.

(c) A person contesting a notice of toll evasion violation or a notice of delinquent toll evasion pursuant to this section is not required to pay the toll evasion penalty until after any of the following occurs, whichever is later:

(1) After the processing agency or issuing agency, as a result of the investigation conducted pursuant to paragraph (2) of

1 *subdivision (a), finds that the person committed the toll evasion*
2 *violation.*

3 *(2) If the person requests an administrative hearing pursuant*
4 *to paragraph (3) of subdivision (a), after the processing agency*
5 *finds that the person committed the toll evasion violation.*

6 *(3) If the person seeks further review pursuant to Section 40256,*
7 *after the court finds that the person committed the toll evasion*
8 *violation.*

BILL: SB 150 (Allen, D-Santa Monica)
Amended March 8, 2017
Introduced January 18, 2017

SUBJECT: SB 150 would revise the process for setting regional greenhouse gas emission reduction targets under SB 375 (Chapter 728, Statutes of 2008) and require regions to prioritize funding for specific projects if the targets cannot be met.

STATUS: Pending in the Senate Transportation and Housing Committee
Passed Senate Environmental Quality Committee 5-2

SUMMARY AS OF APRIL 4, 2017:

SB 150 would amend the process for setting regional greenhouse gas emission targets under SB 375 (Chapter 728, Statutes of 2008), which sets a framework for regions to reduce greenhouse gas emissions through the adoption of a sustainable communities strategy (SCS) as part of the regional transportation plan (RTP) process through a bottoms-up approach. The SCS is to set forward strategies that each metropolitan planning organization (MPO) is to take to reduce greenhouse gas emissions through coordination of transportation, land use and planning, with regional targets to be set for 2020 and 2035. This is to be done through a regional process that balances various regional priorities, rather than a project by project analysis. These greenhouse gas emission reductions are to be used to meet the statewide emission reduction goals set forward under AB 32 (Chapter 488, Statutes of 2006).

Under the process defined by SB 375, regional greenhouse gas emission reduction targets are to be set by the California Air Resources Board (ARB) through information gathered by a Regional Targets Advisory Committee (RTAC) composed of a variety of transportation and environmental stakeholders, which the Orange County Transportation Authority was a member of, and through consultation with MPOs and air districts. No specified metric to reduce emissions was mandated under SB 375. The targets are to be updated by the ARB every eight years.

SB 150 amends this process by requiring the ARB, in updating the targets, to also take into account additional state greenhouse gas emission reduction goals, including that in SB 32 (Chapter 249, Statutes of 2016), which set the statewide goal of reducing greenhouse gas emissions 40 percent by 2030. In addition, the bill goes further to specify that these targets are to be set using the latest available climate science and that the reductions are to be met by reductions in vehicle miles traveled (VMT). By specifying VMT, this changes the focus from overall greenhouse gas reductions to a focus on VMT reductions. The ARB would also have to hold two additional public hearings as they revise the greenhouse gas targets.

Under SB 150, each SCS would also have to include an appendix that outlines the region's planning and programming activities to prioritize projects for programming that reduce VMT and maximize co-benefits, including public health, social equity and conservation. Criteria to be considered in prioritizing projects are to include, but not be

limited to a reduction in per capital carbon dioxide emissions from cars and light trucks, a reduction in VMT by 15 percent by cars and light trucks by 2050, an increase in the average daily time spent walking or bicycling for transportation purposes and the decrease in the share of low-income or lower middle-income residents' household income consumed by transportation and housing.

By 2022, in the Southern California Associated Governments (SCAG) region, if the region is unable to meet the SB 375 targets, each county transportation commission, such as OCTA, is to prioritize projects for funding pursuant to the appendix developed pursuant to SB 150. This is regardless of whether SCAG develops an alternative planning strategy (APS) pursuant to SB 375, which details how the region could meet the targets if unconstrained by funding limitations and other issues. This requirement applies to no other region in the State.

Beginning in 2018, the ARB is also to monitor each MPO's SCS or APS and prepare a report to the California Transportation Commission (CTC) assessing whether each region is on track to reducing VMT 15 percent by 2050. This report is to be provided every four years thereafter.

EFFECTS ON ORANGE COUNTY:

SCAG is responsible for developing the RTP for a six-county area, which includes Orange County, every four years. The RTP outlines the region's transportation planning objectives for at least a 20-year period. OCTA develops a long range transportation plan in conjunction with the SCAG RTP process, which provides the transportation planning priorities and specific projects for Orange County. The LRTP is ultimately integrated into SCAG's RTP.

In 2008, SB 375 required the development of the SCS as a new element of the RTP, to serve as the region's plan for reducing regional greenhouse gas emissions by better integrating transportation, land use and planning decisions. The SCS must demonstrate the region's ability to meet greenhouse gas emission reduction targets for the years 2020 and 2035, as set by the California Air Resources Board. SB 375 provided a special carve-out for the SCAG region that recognizes the unique role of county transportation commissions in planning, programming and selecting transportation projects for funding. In the SCAG region, county transportation commissions and subregional council of governments may jointly elect to do a subregional SCS, to be integrated into SCAG's regional SCS. For the 2012 SCAG RTP, OCTA and the Orange County Council of Governments (OCCOG) were one of two subregions within the SCAG region to elect to do a subregional SCS.

The intent behind SB 375 was to allow a bottoms-up planning approach that maintained maximum flexibility for regions to develop an SCS that met the region's specific needs, recognizing the differences in regional geographic, demographic and funding requirements. While SB 375 does require internal consistency between the SCS and RTP, nothing requires transportation investments to be targeted to specific project

categories. If a region fails to meet the greenhouse gas emission reduction targets under SB 375, the region must adopt an alternative planning strategy, which outlines a planning strategy that would meet the targets, if not subject to various constraints like funding. SB 375 also recognizes that transportation agencies do not have control over land use decisions, maintaining city and county authority over those decisions, and not requiring consistency between those decisions and the SCS.

SB 150 would significantly change the bottoms-up approach envisioned by SB 375, which allowed regional flexibility in the meeting of the regional greenhouse gas emission reduction targets, and shift the focus to project-by-project analysis and VMT reductions. This framework does not allow for the regions to balance regional transportation investment strategies to best meet the targets. In addition, it could lead to the prioritization of investments solely on the basis of environmental goals, rather than taking into a comprehensive approach that looks at economic benefits, land use changes, housing, demographic changes, and need. Because many of the projects in the RTP and SCS have a multitude of funding sources associated with their implementation, this prioritization process could jeopardize other sources of funding and force local sales tax measures to be implemented in a manner that may not be consistent with voter intent.

While supportive of a robust public process and transparency in the implementation of SB 375, it is unclear how a 4-year reporting period will inform the meeting of the reduction goals. ARB already has the opportunity to review the reduction targets at this timeframe, if necessary. This new process may not allow for an accurate portrayal of the actual emission reductions resulting from regional strategies, which often take years to accrue as large transportation capital investments are made and land use changes.

VMT is also an arbitrary measure with which to base greenhouse gas emission reductions, lacking a direct correlation as vehicles become more efficient. Instead many of the strategies to reduce VMT are associated with land use changes, which local governments maintain control. In addition, the goal of reducing by VMT by 15 percent has been clarified by the ARB as an overall state goal, which should not solely be the burden of SB 375. If SB 150 were to focus on greenhouse gas emission reductions, as SB 375 originally intended, strategies should be created which allow for additional funding and planning tools which allow regions to meet the statewide goals. Instead, SB 150 is forcing implementation of SB 375 in a manner that divests control from the regions and arbitrarily prioritizes projects for funding without a clear nexus to greenhouse gas emission reductions. No new funding or implementation tools are offered to help assist in implementation.

SCAG and the transportation commissions in its region, including OCTA, have spent significant resources developing a RTP and SCS which meet the targets assigned by the ARB. It is unclear therefore why this legislation is needed, when the region has demonstrated a commitment to meeting statewide goals. SB 150 presents significant changes to how projects are programmed for funding and implemented in the region, specifically targeting the authority county transportation commissions in the SCAG region

have over this programming and planning process. This treatment is specifically reserved for the SCAG region, and no other region.

An oppose position is consistent with the OCTA 2017-18 State Legislative Platform's principles to oppose efforts to link or reprioritize local and state transportation funding to support the state's greenhouse gas reduction initiatives and to support local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives.

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN SENATE MARCH 8, 2017

SENATE BILL

No. 150

Introduced by Senator Allen

January 18, 2017

~~An act to amend Section 11222 of the Vehicle Code, relating to traffic violator schools.~~ *An act to amend Section 65080 of the Government Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 150, as amended, Allen. ~~Traffic violator schools.~~ *Regional transportation plans.*

Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and

maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets relating to reduction of vehicle miles traveled and reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board's 2035 greenhouse gas emission reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

~~Existing law provides for licensing schools for traffic violators, and regulating those schools, including, among other things, authorizing the Director of the Department of Motor Vehicles to prescribe rules and regulations for the curriculum, facilities, and equipment of those schools. Existing law authorizes the department to contract with nongovernmental entities to administer those and other provisions of law affecting schools for traffic violators, subject to certain requirements, including providing reports, as instructed by the department, in statistical form to the department and to the Legislature. Existing law requires those reports to be issued annually.~~

~~This bill would require those reports to be issued biannually and would make other technical, nonsubstantive changes.~~

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

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

1 SECTION 1. Section 65080 of the Government Code is
2 amended to read:

3 65080. (a) Each transportation planning agency designated
4 under Section 29532 or 29532.1 shall prepare and adopt a regional
5 transportation plan directed at achieving a coordinated and balanced
6 regional transportation system, including, but not limited to, mass
7 transportation, highway, railroad, maritime, bicycle, pedestrian,
8 goods movement, and aviation facilities and services. The plan
9 shall be action-oriented and pragmatic, considering both the
10 short-term and long-term future, and shall present clear, concise
11 policy guidance to local and state officials. The regional
12 transportation plan shall consider factors specified in Section 134
13 of Title 23 of the United States Code. Each transportation planning
14 agency shall consider and incorporate, as appropriate, the
15 transportation plans of cities, counties, districts, private
16 organizations, and state and federal agencies.

17 (b) The regional transportation plan shall be an internally
18 consistent document and shall include all of the following:

19 (1) A policy element that describes the transportation issues in
20 the region, identifies and quantifies regional needs, and describes
21 the desired short-range and long-range transportation goals, and
22 pragmatic objective and policy statements. The objective and policy
23 statements shall be consistent with the funding estimates of the
24 financial element. The policy element of transportation planning
25 agencies with populations that exceed 200,000 persons may
26 quantify a set of indicators including, but not limited to, all of the
27 following:

28 (A) Measures of mobility and traffic congestion, including, but
29 not limited to, daily vehicle hours of delay per capita and vehicle
30 miles traveled per capita.

31 (B) Measures of road and bridge maintenance and rehabilitation
32 needs, including, but not limited to, roadway pavement and bridge
33 conditions.

34 (C) Measures of means of travel, including, but not limited to,
35 percentage share of all trips (work and nonwork) made by all of
36 the following:

37 (i) Single occupant vehicle.

38 (ii) Multiple occupant vehicle or carpool.

1 (iii) Public transit including commuter rail and intercity rail.

2 (iv) Walking.

3 (v) Bicycling.

4 (D) Measures of safety and security, including, but not limited
5 to, total injuries and fatalities assigned to each of the modes set
6 forth in subparagraph (C).

7 (E) Measures of equity and accessibility, including, but not
8 limited to, percentage of the population served by frequent and
9 reliable public transit, with a breakdown by income bracket, and
10 percentage of all jobs accessible by frequent and reliable public
11 transit service, with a breakdown by income bracket.

12 (F) The requirements of this section may be met utilizing
13 existing sources of information. No additional traffic counts,
14 household surveys, or other sources of data shall be required.

15 (2) A sustainable communities strategy prepared by each
16 metropolitan planning organization as follows:

17 (A) No later than September 30, 2010, the State Air Resources
18 Board shall provide each affected region with greenhouse gas
19 emission reduction targets for the automobile and light truck sector
20 for 2020 and 2035, respectively.

21 (i) No later than January 31, 2009, the state board shall appoint
22 a Regional Targets Advisory Committee to recommend factors to
23 be considered and methodologies to be used for setting greenhouse
24 gas emission reduction targets for the affected regions. The
25 committee shall be composed of representatives of the metropolitan
26 planning organizations, affected air districts, the League of
27 California Cities, the California State Association of Counties,
28 local transportation agencies, and members of the public, including
29 homebuilders, environmental organizations, planning organizations,
30 environmental justice organizations, affordable housing
31 organizations, and others. The advisory committee shall transmit
32 a report with its recommendations to the state board no later than
33 September 30, 2009. In recommending factors to be considered
34 and methodologies to be used, the advisory committee may
35 consider any relevant issues, including, but not limited to, data
36 needs, modeling techniques, growth forecasts, the impacts of
37 regional jobs-housing balance on interregional travel and
38 greenhouse gas emissions, economic and demographic trends, the
39 magnitude of greenhouse gas reduction benefits from a variety of
40 land use and transportation strategies, and appropriate methods to

1 describe regional targets and to monitor performance in attaining
2 those targets. The state board shall consider the report prior to
3 setting the targets.

4 (ii) Prior to setting the targets for a region, the state board shall
5 exchange technical information with the metropolitan planning
6 organization and the affected air district. The metropolitan planning
7 organization may recommend a target for the region. The
8 metropolitan planning organization shall hold at least one public
9 workshop within the region after receipt of the report from the
10 advisory committee. The state board shall release draft targets for
11 each region no later than June 30, 2010.

12 (iii) In establishing these targets, the state board shall take into
13 account greenhouse gas emission reductions that will be achieved
14 by improved vehicle emission standards, changes in fuel
15 composition, *any other economy-wide greenhouse gas emission*
16 *reduction targets in state law or applicable by executive order*,
17 and other measures it has approved that will reduce greenhouse
18 gas emissions in the affected regions, and prospective measures
19 the state board plans to adopt to reduce greenhouse gas emissions
20 from other greenhouse gas emission sources as that term is defined
21 in subdivision (i) of Section 38505 of the Health and Safety Code
22 and consistent with the regulations promulgated pursuant to the
23 California Global Warming Solutions Act of 2006 (Division 25.5
24 (commencing with Section 38500) of the ~~Health and Safety Code~~;
25 *Safety Code*), *including Section 38566 of the Health and Safety*
26 *Code*.

27 (iv) The state board shall update the regional greenhouse gas
28 emission reduction targets every eight years consistent with each
29 metropolitan planning organization's timeframe for updating its
30 regional transportation plan under federal law until 2050. The state
31 board may ~~revise~~ *update* the targets every four years based on
32 changes in the factors considered under clause (iii). *The state board*
33 *shall update the targets consistent with the latest available climate*
34 *science and an assessment of the portion of the state's overall*
35 *climate targets that will need to be met by reductions in vehicle*
36 *miles traveled*. The state board shall exchange technical
37 information with the Department of Transportation, metropolitan
38 planning organizations, local governments, and affected air districts
39 and engage in a consultative process with public and private
40 ~~stakeholders~~ *stakeholders, including holding at least two public*

1 *workshops around the state to solicit stakeholder input, prior to*
2 *updating these targets.*

3 (v) The greenhouse gas emission reduction targets may be
4 expressed in gross tons, tons per capita, tons per household, or in
5 any other metric deemed appropriate by the state board.

6 (B) Each metropolitan planning organization shall prepare a
7 sustainable communities strategy, subject to the requirements of
8 Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of
9 Federal Regulations, including the requirement to utilize the most
10 recent planning assumptions considering local general plans and
11 other factors. The sustainable communities strategy shall (i)
12 identify the general location of uses, residential densities, and
13 building intensities within the region, (ii) identify areas within the
14 region sufficient to house all the population of the region, including
15 all economic segments of the population, over the course of the
16 planning period of the regional transportation plan taking into
17 account net migration into the region, population growth, household
18 formation and employment growth, (iii) identify areas within the
19 region sufficient to house an eight-year projection of the regional
20 housing need for the region pursuant to Section 65584, (iv) identify
21 a transportation network to service the transportation needs of the
22 region, (v) gather and consider the best practically available
23 scientific information regarding resource areas and farmland in
24 the region as defined in subdivisions (a) and (b) of Section
25 65080.01, (vi) consider the state housing goals specified in Sections
26 65580 and 65581, (vii) set forth a forecasted development pattern
27 for the region, which, when integrated with the transportation
28 network, and other transportation measures and policies, will
29 reduce the greenhouse gas emissions from automobiles and light
30 trucks to achieve, if there is a feasible way to do so, the greenhouse
31 gas emission reduction targets approved by the state board, ~~and~~
32 (viii) allow the regional transportation plan to comply with Section
33 176 of the federal Clean Air Act (42 U.S.C. Sec. ~~7506~~: 7506),
34 *and (ix) include an appendix that outlines the region's*
35 *transportation planning and programming activities, with those*
36 *activities based on criteria developed with input from a broad*
37 *range of stakeholders in order to prioritize transportation projects*
38 *for programming that reduce vehicle miles traveled and maximize*
39 *cobenefits, including public health, social equity, and conservation,*
40 *consistent with the regional transportation plan, with projects to*

1 *be listed in the appendix in the order of their ability to achieve*
2 *those objectives. For the purposes of this clause, the criteria should*
3 *include, but need not be limited to, a reduction in per capita carbon*
4 *dioxide emissions from cars and light duty trucks based on assigned*
5 *regional greenhouse gas emission reduction targets, a reduction*
6 *in vehicle miles traveled of 15 percent by cars and light trucks by*
7 *2050, an increase in the average daily time spent walking or*
8 *bicycling for transportation purposes, and a decrease in the share*
9 *of low-income and lower middle-income residents' household*
10 *income consumed by transportation and housing.*

11 (C) (i) Within the jurisdiction of the Metropolitan
12 Transportation Commission, as defined by Section 66502, the
13 Association of Bay Area Governments shall be responsible for
14 clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B), the
15 Metropolitan Transportation Commission shall be responsible for
16 clauses (iv) and (viii) of subparagraph (B); and the Association of
17 Bay Area Governments and the Metropolitan Transportation
18 Commission shall jointly be responsible for clause (vii) of
19 subparagraph (B).

20 (ii) Within the jurisdiction of the Tahoe Regional Planning
21 Agency, as defined in Sections 66800 and 66801, the Tahoe
22 Metropolitan Planning Organization shall use the Regional Plan
23 for the Lake Tahoe Region as the sustainable community strategy,
24 provided that it complies with clauses (vii) and (viii) of
25 subparagraph (B).

26 (D) In the region served by the multicounty transportation
27 planning agency described in Section 130004 of the Public Utilities
28 Code, a subregional council of governments and the county
29 transportation commission may work together to propose the
30 sustainable communities strategy and an alternative planning
31 strategy, if one is prepared pursuant to subparagraph (I), for that
32 subregional area. The metropolitan planning organization may
33 adopt a framework for a subregional sustainable communities
34 strategy or a subregional alternative planning strategy to address
35 the intraregional land use, transportation, economic, air quality,
36 and climate policy relationships. The metropolitan planning
37 organization shall include the subregional sustainable communities
38 strategy for that subregion in the regional sustainable communities
39 strategy to the extent consistent with this section and federal law
40 and approve the subregional alternative planning strategy, if one

1 is prepared pursuant to subparagraph (I), for that subregional area
2 to the extent consistent with this section. The metropolitan planning
3 organization shall develop overall guidelines, create public
4 participation plans pursuant to subparagraph (F), ensure
5 coordination, resolve conflicts, make sure that the overall plan
6 complies with applicable legal requirements, and adopt the plan
7 for the region.

8 (E) The metropolitan planning organization shall conduct at
9 least two informational meetings in each county within the region
10 for members of the board of supervisors and city councils on the
11 sustainable communities strategy and alternative planning strategy,
12 if any. The metropolitan planning organization may conduct only
13 one informational meeting if it is attended by representatives of
14 the county board of supervisors and city council members
15 representing a majority of the cities representing a majority of the
16 population in the incorporated areas of that county. Notice of the
17 meeting or meetings shall be sent to the clerk of the board of
18 supervisors and to each city clerk. The purpose of the meeting or
19 meetings shall be to discuss the sustainable communities strategy
20 and the alternative planning strategy, if any, including the key land
21 use and planning assumptions to the members of the board of
22 supervisors and the city council members in that county and to
23 solicit and consider their input and recommendations.

24 (F) Each metropolitan planning organization shall adopt a public
25 participation plan, for development of the sustainable communities
26 strategy and an alternative planning strategy, if any, that includes
27 all of the following:

28 (i) Outreach efforts to encourage the active participation of a
29 broad range of stakeholder groups in the planning process,
30 consistent with the agency's adopted Federal Public Participation
31 Plan, including, but not limited to, affordable housing advocates,
32 transportation advocates, neighborhood and community groups,
33 environmental advocates, home builder representatives,
34 broad-based business organizations, landowners, commercial
35 property interests, and homeowner associations.

36 (ii) Consultation with congestion management agencies,
37 transportation agencies, and transportation commissions.

38 (iii) Workshops throughout the region to provide the public with
39 the information and tools necessary to provide a clear
40 understanding of the issues and policy choices. At least one

workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(G) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(H) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(I) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (D), is unable to reduce greenhouse gas emissions to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The alternative planning strategy shall be a separate document from the regional

1 transportation plan, but it may be adopted concurrently with the
2 regional transportation plan. In preparing the alternative planning
3 strategy, the metropolitan planning organization:

4 (i) Shall identify the principal impediments to achieving the
5 targets within the sustainable communities strategy.

6 (ii) May include an alternative development pattern for the
7 region pursuant to subparagraphs (B) to (G), inclusive.

8 (iii) Shall describe how the greenhouse gas emission reduction
9 targets would be achieved by the alternative planning strategy, and
10 why the development pattern, measures, and policies in the
11 alternative planning strategy are the most practicable choices for
12 achievement of the greenhouse gas emission reduction targets.

13 (iv) An alternative development pattern set forth in the
14 alternative planning strategy shall comply with Part 450 of Title
15 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations,
16 except to the extent that compliance will prevent achievement of
17 the greenhouse gas emission reduction targets approved by the
18 state board.

19 (v) For purposes of the California Environmental Quality Act
20 (Division 13 (commencing with Section 21000) of the Public
21 Resources Code), an alternative planning strategy shall not
22 constitute a land use plan, policy, or regulation, and the
23 inconsistency of a project with an alternative planning strategy
24 shall not be a consideration in determining whether a project may
25 have an environmental effect.

26 (vi) *Shall include an appendix consistent with the requirements*
27 *of clause (ix) of subparagraph (B) and this subparagraph.*

28 (J) (i) Prior to starting the public participation process adopted
29 pursuant to subparagraph (F), the metropolitan planning
30 organization shall submit a description to the state board of the
31 technical methodology it intends to use to estimate the greenhouse
32 gas emissions from its sustainable communities strategy and, if
33 appropriate, its alternative planning strategy. The state board shall
34 respond to the metropolitan planning organization in a timely
35 manner with written comments about the technical methodology,
36 including specifically describing any aspects of that methodology
37 it concludes will not yield accurate estimates of greenhouse gas
38 emissions, and suggested remedies. The metropolitan planning
39 organization is encouraged to work with the state board until the

1 state board concludes that the technical methodology operates
2 accurately.

3 (ii) After adoption, a metropolitan planning organization shall
4 submit a sustainable communities strategy or an alternative
5 planning strategy, if one has been adopted, to the state board for
6 review, including the quantification of the greenhouse gas emission
7 reductions the strategy would achieve and a description of the
8 technical methodology used to obtain that result. Review by the
9 state board shall be limited to acceptance or rejection of the
10 metropolitan planning organization's determination that the strategy
11 submitted would, if implemented, achieve the greenhouse gas
12 emission reduction targets established by the state board. The state
13 board shall complete its review within 60 days.

14 (iii) If the state board determines that the strategy submitted
15 would not, if implemented, achieve the greenhouse gas emission
16 reduction targets, the metropolitan planning organization shall
17 revise its strategy or adopt an alternative planning strategy, if not
18 previously adopted, and submit the strategy for review pursuant
19 to clause (ii). At a minimum, the metropolitan planning
20 organization must obtain state board acceptance that an alternative
21 planning strategy would, if implemented, achieve the greenhouse
22 gas emission reduction targets established for that region by the
23 state board.

24 (iv) *Starting on January 1, 2018, the state board shall monitor*
25 *each metropolitan planning organization's sustainable community*
26 *strategy or alternative planning strategy and prepare a progress*
27 *report every four years for submission to the California*
28 *Transportation Commission. Monitoring by the state board shall*
29 *include an assessment of whether the metropolitan planning*
30 *organization is on track to reduce regional vehicle miles traveled*
31 *by 15 percent by 2050 and to achieve the greenhouse gas emission*
32 *reduction targets established by the state board. The state board*
33 *shall complete its initial assessment by March 1, 2018, and shall*
34 *complete future assessments every four years thereafter.*

35 (K) Neither a sustainable communities strategy nor an alternative
36 planning strategy regulates the use of land, nor, except as provided
37 by subparagraph (J), shall either one be subject to any state
38 approval. Nothing in a sustainable communities strategy shall be
39 interpreted as superseding the exercise of the land use authority
40 of cities and counties within the region. Nothing in this section

1 shall be interpreted to limit the state board's authority under any
2 other provision of law. Nothing in this section shall be interpreted
3 to authorize the abrogation of any vested right whether created by
4 statute or by common law. Nothing in this section shall require a
5 city's or county's land use policies and regulations, including its
6 general plan, to be consistent with the regional transportation plan
7 or an alternative planning strategy. Nothing in this section requires
8 a metropolitan planning organization to approve a sustainable
9 communities strategy that would be inconsistent with Part 450 of
10 Title 23 of, or Part 93 of Title 40 of, the Code of Federal
11 Regulations and any administrative guidance under those
12 regulations. Nothing in this section relieves a public or private
13 entity or any person from compliance with any other local, state,
14 or federal law.

15 (L) Nothing in this section requires projects programmed for
16 funding on or before December 31, 2011, to be subject to the
17 provisions of this paragraph if they (i) are contained in the 2007
18 or 2009 Federal Statewide Transportation Improvement Program,
19 (ii) are funded pursuant to Chapter 12.49 (commencing with
20 Section 8879.20) of Division 1 of Title 2, or (iii) were specifically
21 listed in a ballot measure prior to December 31, 2008, approving
22 a sales tax increase for transportation projects. Nothing in this
23 section shall require a transportation sales tax authority to change
24 the funding allocations approved by the voters for categories of
25 transportation projects in a sales tax measure adopted prior to
26 December 31, 2010. For purposes of this subparagraph, a
27 transportation sales tax authority is a district, as defined in Section
28 7252 of the Revenue and Taxation Code, that is authorized to
29 impose a sales tax for transportation purposes.

30 (M) A metropolitan planning organization, or a regional
31 transportation planning agency not within a metropolitan planning
32 organization, that is required to adopt a regional transportation
33 plan not less than every five years, may elect to adopt the plan not
34 less than every four years. This election shall be made by the board
35 of directors of the metropolitan planning organization or regional
36 transportation planning agency no later than June 1, 2009, or
37 thereafter 54 months prior to the statutory deadline for the adoption
38 of housing elements for the local jurisdictions within the region,
39 after a public hearing at which comments are accepted from
40 members of the public and representatives of cities and counties

1 within the region covered by the metropolitan planning
2 organization or regional transportation planning agency. Notice
3 of the public hearing shall be given to the general public and by
4 mail to cities and counties within the region no later than 30 days
5 prior to the date of the public hearing. Notice of election shall be
6 promptly given to the Department of Housing and Community
7 Development. The metropolitan planning organization or the
8 regional transportation planning agency shall complete its next
9 regional transportation plan within three years of the notice of
10 election.

11 (N) Two or more of the metropolitan planning organizations
12 for Fresno County, Kern County, Kings County, Madera County,
13 Merced County, San Joaquin County, Stanislaus County, and
14 Tulare County may work together to develop and adopt
15 multiregional goals and policies that may address interregional
16 land use, transportation, economic, air quality, and climate
17 relationships. The participating metropolitan planning organizations
18 may also develop a multiregional sustainable communities strategy,
19 to the extent consistent with federal law, or an alternative planning
20 strategy for adoption by the metropolitan planning organizations.
21 Each participating metropolitan planning organization shall
22 consider any adopted multiregional goals and policies in the
23 development of a sustainable communities strategy and, if
24 applicable, an alternative planning strategy for its region.

25 (3) An action element that describes the programs and actions
26 necessary to implement the plan and assigns implementation
27 responsibilities. The action element may describe all transportation
28 projects proposed for development during the 20-year or greater
29 life of the plan. The action element shall consider congestion
30 management programming activities carried out within the region.

31 (4) (A) A financial element that summarizes the cost of plan
32 implementation constrained by a realistic projection of available
33 revenues. The financial element shall also contain
34 recommendations for allocation of funds. A county transportation
35 commission created pursuant to Section 130000 of the Public
36 Utilities Code shall be responsible for recommending projects to
37 be funded with regional improvement funds, if the project is
38 consistent with the regional transportation plan. *However,*
39 *beginning in 2022, if the metropolitan planning organization's*
40 *sustainable communities strategy or alternative planning strategy*

1 *is not on track to meet the 2035 greenhouse gas reduction target,*
2 *a county transportation commission shall be required to*
3 *recommend for implementation only the highest priority projects*
4 *in the appendix prepared, as applicable, pursuant to clause (ix)*
5 *of subparagraph (B) of, or clause (vi) of subparagraph (I) of,*
6 *paragraph (2). The first five years of the financial element shall*
7 *be based on the five-year estimate of funds developed pursuant to*
8 *Section 14524. The financial element may recommend the*
9 *development of specified new sources of revenue, consistent with*
10 *the policy element and action element.*

11 (B) The financial element of transportation planning agencies
12 with populations that exceed 200,000 persons may include a project
13 cost breakdown for all projects proposed for development during
14 the 20-year life of the plan that includes total expenditures and
15 related percentages of total expenditures for all of the following:

- 16 (i) State highway expansion.
- 17 (ii) State highway rehabilitation, maintenance, and operations.
- 18 (iii) Local road and street expansion.
- 19 (iv) Local road and street rehabilitation, maintenance, and
- 20 operation.
- 21 (v) Mass transit, commuter rail, and intercity rail expansion.
- 22 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
- 23 maintenance, and operations.
- 24 (vii) Pedestrian and bicycle facilities.
- 25 (viii) Environmental enhancements and mitigation.
- 26 (ix) Research and planning.
- 27 (x) Other categories.

28 (C) The metropolitan planning organization or county
29 transportation agency, whichever entity is appropriate, shall
30 consider financial incentives for cities and counties that have
31 resource areas or farmland, as defined in Section 65080.01, for
32 the purposes of, for example, transportation investments for the
33 preservation and safety of the city street or county road system
34 and farm-to-market and interconnectivity transportation needs.
35 The metropolitan planning organization or county transportation
36 agency, whichever entity is appropriate, shall also consider
37 financial assistance for counties to address countywide service
38 responsibilities in counties that contribute toward the greenhouse
39 gas emission reduction targets by implementing policies for growth
40 to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

~~SECTION 1. Section 11222 of the Vehicle Code is amended to read:~~

~~11222. The department may contract with a nongovernmental entity to administer any part of this chapter, subject to limitations in other laws regarding contracting out for services. A contract shall not exceed three years' duration. The contracting entity, and any affiliate or subsidiary thereof monitoring traffic violator schools, shall conform to all of the following requirements:~~

~~(a) Not engage in any other business activity with traffic violator schools or any of the principals of the traffic violator schools, including the provision of services or supplies.~~

~~(b) Provide reports in statistical form to the department and to the Legislature as instructed by the department. These reports shall be issued biannually.~~

- 1 ~~(c) Make its records available for inspection by authorized~~
- 2 ~~representatives of the department, the Legislative Analyst, and the~~
- 3 ~~State Auditor.~~

BILL: SB 264 (Nguyen, R-Garden Grove)
Amended April 04, 2017
Introduced February 08, 2017

SUBJECT: SB 264 defines the corridor for purposes of expending excess toll revenues received from the Interstate 405 Improvement Project in Orange County.

STATUS: Pending in the Senate Transportation and Housing Committee

SUMMARY AS OF APRIL 05, 2017:

SB 264 (Nguyen, R-Garden Grove) would detail allocation requirements for the net excess toll revenues from the high-occupancy toll (HOT) lanes on the Interstate 405 Improvement Project, superseding the process outlined under AB 194 (Chapter 687, Statutes of 2015) for expending and defining excess toll revenues from toll facilities approved under that authority by the California Transportation Commission (CTC).

Under SB 264, "net excess toll revenues" is defined as the revenues available for transportation improvements after debt service and debt service coverage ratios are met and operating and major maintenance reserves are fully funded. The excess revenues would then be allocated as follows:

- 20 percent to the Orange County Transportation Authority (OCTA).
- 70 percent to be equally distributed to project corridor jurisdictions along the project corridor, which is defined to include the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach. This does not include any unincorporated areas within that region.
- 10 percent to be equally distributed to project corridor jurisdictions not along the project corridor, which is defined to include the Cities of Santa Ana, Garden Grove, Stanton, Los Alamitos, and County of Orange.

Expenditures of the net excess toll revenues would be limited to capital improvements, operational improvements, and maintenance to on-ramps, off-ramps, connectors, roadways, and bridges related to the tolled or non-tolled lanes within three miles of the Interstate 405 Improvement Project high-occupancy toll lanes. There is no allowance for these revenues to be included for such things as transit and active transportation, as authorized under AB 194.

EFFECTS ON ORANGE COUNTY:

OCTA is currently undertaking one of the largest, most complex transportation projects in the nation, the \$1.9 billion Interstate 405 Improvement Project. This project will add one general purpose lane in each direction and will also add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction. Additionally, the project includes significant improvements to the local street network in the area of the project, including the replacement of 18 local street bridges that travel over

Interstate 405 (I-405). These bridges will be built to their ultimate width and improve local vehicular traffic as well as active transportation modes. When finished, the project will provide multiple corridor improvements, including improved travel times and increased mobility options. The additional capacity added to I-405 will have the benefit of improving local street operations by reducing the local street traffic volumes as more traffic will be carried by the freeway. This project is almost exclusively to be funded by Orange County's local sales tax measure, Measure M2.

Utilizing the authority granted under AB 194 for regional transportation agencies to apply to the CTC to implement locally-controlled toll lanes, OCTA was unanimously granted the authority by the CTC on May 18, 2016, to implement a toll facility on Interstate 405. Also pursuant to AB 194, OCTA has executed a toll operating agreement with the California Department of Transportation (Caltrans) on terms and conditions related to the facility, including operational management and use of revenues. OCTA is currently in the process of working with the federal government to secure a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project, and plans to begin construction on the project at the beginning of 2018.

AB 194 provides local discretion and control to the regional transportation authority implementing a toll project under its authority related to the operations and management of the facility and the use of any excess revenues generated from the project governed by an expenditure plan adopted by the respective regional transportation agency's Board of Directors. Limitations are not currently provided related to investments of excess revenues, other than that they be used in the corridor from which they are generated.

SB 264 significantly infringes upon the local control granted by AB 194 to regional transportation agencies implementing toll facilities, creating a state mandated process for distributing any excess revenues that may result from the project. This is regardless of the fact that the regional transportation agencies, like OCTA, are taking the risk of investing and operating such a facility and securing associated financing. Instead, SB 264 allocates most excess revenues from the project to entities that do not have any investment or liability associated with the facility. This legislation will signify to agencies seeking to implement these facilities that the state may choose at any time to alter the careful agreements entered into as part of the AB 194 process, likely deterring future implementation. This is despite each project being extensively reviewed and monitored by the CTC, and close involvement by Caltrans on each project.

Under current projections for the Interstate 405 Improvement Project, it remains unclear when excess toll revenues will begin to accrue for the facility, if ever. Much of this depends on agreements negotiated with credit or financing agencies, and the operational and management terms agreed to between OCTA and its vendors. Already the definition of "net excess toll revenues" is inconsistent with the provisions of AB 194, agreements with Caltrans, and potential financing agreements. The inconsistency introduced by SB 264 would complicate the ability for regional transportation agencies and other sponsoring entities to obtain the needed funding or financing for these projects to ensure that the facilities are implemented in the most cost-effective manner, preserving key operating features for the facilities advocated by local governments. This could include occupancy requirements and other features.

OCTA has a long and successful experience managing and operating the 91 Express Lanes, a 10-mile facility along State Route 91 from State Route 55 and extending to the Orange/Riverside County line. Pursuant to an expenditure plan adopted by the OCTA Board of Directors, completed with consultation of partner agencies such as Caltrans, OCTA has made significant multi-modal transportation investments in the corridor, including new transit stations and capacity improvements.

Ignoring this long-standing experience associated with the 91 Express Lanes, SB 264 provides that most excess revenues will go to the cities surrounding the newly defined Interstate 405 corridor, limiting the revenues that will be used by OCTA. Without estimates of the excess revenues to be generated, it is unclear how much each city will receive, or OCTA. If the revenues are limited, this will inhibit the ability to provide for any transportation improvements to the corridor or benefits to those driving in the corridor. In addition, the bill prohibits investment in many multi-modal improvements in the corridor, including for transit services and active transportation purposes, preventing efforts to further help alleviate congestion. This is despite statewide environmental standards that agencies must meet related to transportation. Investment limitations and allocation between OCTA and the cities are done in an arbitrary manner that does not take into account the needs surrounding the corridor or improvements that can provide regional benefits to the users of the facility.

Without any reporting mechanism, or consistency requirement with long-range transportation plans, there is nothing in SB 264 that allows for OCTA input on excess revenue investments. Already investments are being made to mitigate the impacts of the Interstate 405 Improvement Project in cities along the project. SB 264 is not about mitigation; it is an attempt to remove local control.

An oppose position is consistent with the OCTA 2017-18 State Legislative Platform's principles to oppose efforts that affect that perseverance of local flexibility in the administration of toll lanes.

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN SENATE APRIL 4, 2017

SENATE BILL

No. 264

Introduced by Senator Nguyen

February 8, 2017

An act to ~~amend~~ *add* Section ~~149.7~~ of *149.13* to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 264, as amended, Nguyen. High-occupancy toll ~~lanes~~: *lanes: Interstate 405 Improvement Project high-occupancy toll lanes.*

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. ~~Existing law defines "regional transportation agency" for these purposes to include, among other agencies, a county transportation commission established under the County Transportation Commissions Act. Existing law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided.~~

~~This bill would instead refer to a county transportation commission or authority established under that act.~~ *instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a*

specified schedule. The bill would require these moneys to be spent on specified transportation improvement projects.

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

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

1 SECTION 1. Section 149.13 is added to the Streets and
2 Highways Code, to read:

3 149.13. (a) Notwithstanding Section 149.7, Section 14106 of
4 the Government Code, or any other law, this section applies to the
5 Interstate 405 Improvement Project high-occupancy toll lanes in
6 the project corridor between State Highway Route 73 and Interstate
7 605.

8 (b) Net excess toll revenue shall be allocated as follows:

9 (1) Twenty percent to the Orange County Transportation
10 Authority.

11 (2) Seventy percent to be equally distributed to the project
12 corridor jurisdictions along the project corridor.

13 (3) Ten percent to be equally distributed to project corridor
14 jurisdictions not along the project corridor.

15 (c) (1) Moneys received under subdivision (b) shall be expended
16 only to enhance traffic flow, reduce traffic congestion, and to
17 mitigate road wear to streets within three miles of the Interstate
18 405 Improvement Project high-occupancy toll lanes in the project
19 corridor between State Highway Route 73 and Interstate 605.
20 Eligible expenditures are limited to capital improvements,
21 operational improvements, and maintenance to on-ramps,
22 off-ramps, connector roads, roadways, bridges, or other structures
23 that are related to the tolled or nontolled facilities within three
24 miles of Interstate 405 Improvement Project high-occupancy toll
25 lanes in the project corridor between State Highway Route 73 and
26 Interstate 605.

27 (2) (A) Subject to paragraph (1), the Orange County
28 Transportation Authority may use its share of excess toll revenues
29 under subdivision (b) as it desires for transportation needs.

30 (B) Subject to paragraph (1), a project corridor jurisdiction
31 may use its share of excess toll revenues under subdivision (b) as
32 it desires for transportation needs in its jurisdiction.

1 (d) For purposes of this section the following terms have the
2 following meanings:

3 (1) “Net excess toll revenue” means all revenues available for
4 transportation improvements after debt service and debt service
5 coverage ratios are met and operating and major maintenance
6 reserves are fully funded.

7 (2) “Project corridor” means the approximately 16-mile-long
8 project corridor in the County of Orange on Interstate 405 and
9 that traverses the Cities of Costa Mesa, Fountain Valley,
10 Huntington Beach, Westminster, and Seal Beach.

11 (3) “Project corridor jurisdictions along the project corridor”
12 means the Cities of Costa Mesa, Fountain Valley, Huntington
13 Beach, Westminster, and Seal Beach.

14 (4) “Project corridor jurisdictions not along the project
15 corridor” means project corridor jurisdictions within three miles,
16 north or south, from the Interstate 405 high-occupancy toll lanes
17 between State Highway Route 73 and Interstate 605, limited to the
18 Cities of Santa Ana, Garden Grove, Stanton, and Los Alamitos
19 and the County of Orange.

20
21
22 **All matter omitted in this version of the bill**
23 **appears in the bill as introduced in the**
24 **Senate, February 8, 2017. (JR11)**
25



Orange County Transportation Authority Legislative Matrix

2017 State Legislation Session
April 20, 2017

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>► AB 28 (Frazier – D) Department of Transportation: Review: Federal Program Urgency</p>	<p>Reinstates the operation of existing law which provided that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of responsibilities it assumed as a participant in a certain surface transportation project delivery pilot program allowing for National Environmental Protection Act responsibilities.</p>	<p>INTRODUCED: 12/05/2016 LAST AMEND: 03/02/2017 LOCATION: <i>Chaptered</i> STATUS: 03/29/2017 Signed by GOVERNOR. 03/29/2017 Chapter by Secretary of State. Chapter No. 4.</p>	<p>SUPPORT (partial list) Support: Self-Help Counties Coalition (sponsor), Association of Environmental Professionals, California Association of Councils of Government (CALCOG), California State Association of Counties, Mobility 21, Riverside County Transportation Commission, San Bernardino Associated Governments</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
AB 179 (Cervantes – D) California Transportation Commission	Requires seven members of the California Transportation Commission to have specified qualifications, including public health, active transportation, climate change and air pollution. Requires the Commission and the Air Resources Board to hold two meetings per year to coordinate implementation of transportation policies.	INTRODUCED: 01/18/2017 LAST AMEND: 02/14/2017 LOCATION: Assembly Transportation Committee STATUS: 02/14/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 02/14/2017 In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION.	OPPOSE Oppose: Self-Help Counties Coalition
► AB 278 (Steinorth – D) California Environmental Quality Act: Transportation	Exempts from the CEQA provisions a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements.	INTRODUCED: 02/02/2017 LOCATION: Assembly Natural Resources Committee STATUS: 03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: <i>Failed passage.</i> 03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: <i>Reconsideration granted.</i>	SUPPORT (partial list) Support: California Chamber of Commerce, County of San Bernardino, Ventura County Transportation Commission Oppose: California Bicycle Coalition, California League of Conservation Voters, Coalition for Clean Air
► AB 344 (Melendez – R) Toll Evasion Violations	Provides that a person contesting a notice of toll evasion violation or notice of delinquent toll evasion is not required to pay the toll evasion penalty until after a processing agency or issuing agency finds as a result of the latter of the following: an investigation, administrative review, or court hearing, that the contestant did commit a toll evasion violation.	INTRODUCED: 02/07/2017 LOCATION: ASSEMBLY STATUS: 03/29/2017 In ASSEMBLY. Read second time. To third reading.	STAFF RECOMMENDS: OPPOSE Support: American Civil Liberties Union Oppose: Transportation Corridor Agencies

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1113 (Bloom – D) State Transit Assistant Program</p>	<p>Revises and recasts the provisions governing the State Transit Assistance program. Provides that only STA eligible operators are eligible to receive an allocation from the portion of program funds based on transit operator revenues. Amends existing law which requires the Controller to design and adopt a uniform system of accounts and records under which operators prepare and submit annual reports of their operation. Requires the report to be submitted within 7 months after the end of the fiscal year, and to contain underlying data from audited financial statements.</p>	<p>INTRODUCED: 02/17/2017 LAST AMEND: 03/28/2017 LOCATION: Assembly Transportation Committee</p> <p>STATUS: 03/28/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</p> <p>03/28/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>HEARING: 04/17/2017 2:30pm</p>	<p>SUPPORT</p> <p>Support: California Transit Association (sponsor)</p>
<p>► AB 1640 (Garcia – D) Transportation Funding: Low Income Communities</p>	<p>Requires each regional transportation improvement program to allocate 25 percent of available funds to projects or programs that provide direct, meaningful, and assured benefits to low income individuals who live in identified communities or to riders of transit service that connects low income residents to critical amenities and services.</p>	<p>INTRODUCED: 02/17/2017 LOCATION: Assembly Transportation Committee</p> <p>STATUS: 03/16/2017 To ASSEMBLY Committee on TRANSPORTATION.</p>	<p>OPPOSE</p> <p>Oppose: Self-Help Counties Coalition</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► SB 150 (Allen – D) Regional Transportation Plans	Requires the State Air Resources Board to update regional greenhouse gas emission reduction targets for automobiles and light trucks, through reduction in vehicle miles travelled. Specifies state goal to reduce vehicle miles travelled by 15 percent. Requires a sustainable communities or alternative planning strategy to include an appendix that prioritizes transportation projects based on a project's ability to meet certain criteria and objectives, including vehicle miles traveled reductions and certain cobenefits. Requires county transportation commissions in the Southern California Associated Governments region to prioritize funding for projects based on their listing in the appendix if region unable to meet regional greenhouse gas emission reduction goals.	INTRODUCED: 01/18/2017 LAST AMEND: 03/08/2017 LOCATION: Senate Environmental Quality Committee STATUS: 03/16/2017 Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION AND HOUSING. HEARING: 04/05/2017 9:30am	STAFF RECOMMENDS: OPPOSE (partial list) Support: Natural Resources Defense Council, Transform, American Lung Association, Sierra Club California, Safe Routes to School Oppose: CALCOG, California Building Industry Association, California Chamber of Commerce

BILLS BEING MONITORED

CA AB 1	<p>AUTHOR: Frazier [D] TITLE: Transportation Funding INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program. STATUS: 01/19/2017 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES CATEGORY: Funding</p>
► CA AB 5	<p>AUTHOR: Gonzalez [D] TITLE: Employers: Opportunity To Work Act INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: Assembly Labor and Employment Committee HEARING: 04/19/2017 1:30 pm SUMMARY: Creates the Opportunity to Work Act. Requires certain employers to offer additional hours of work to an existing nonexempt employee before hiring an additional employee or subcontractor, to post a notice of employee rights, and to maintain certain documentation. Authorizes certain civil actions for remedies. STATUS: 01/19/2017 To ASSEMBLY Committee on LABOR AND EMPLOYMENT CATEGORY: Employment</p>
CA AB 13	<p>AUTHOR: Eggman [D] TITLE: 580 Marine Highway INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Requires the Department of Transportation to implement and oversee the 580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. Requires that the project be funded by an appropriation in the Budget Act of 2017. STATUS: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION CATEGORY: Public Works</p>

CA AB 17	AUTHOR: Holden [D] TITLE: Transit Pass Program: Free or Reduced-Fare Passes INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Creates the Transit Pass Program. Requires the Controller of the state to allocate moneys made available for the program to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. STATUS: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION CATEGORY: Transit
CA AB 46	AUTHOR: Cooper [D] TITLE: Employers: Wage Discrimination INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Amends an existing law which authorizes and employee paid lesser wages in violation of certain prohibitions to file a complaint and to commence a civil action for the wages. Defines employer to include public and private employers. STATUS: 12/05/2016 INTRODUCED. CATEGORY: Employment
CA AB 52	AUTHOR: Cooper [D] TITLE: Public Employee: Orientation And Informational Programs INTRODUCED: 12/05/2016 DISPOSITION: Pending LOCATION: Assembly Public Employees, Retirement and Social Security Committee SUMMARY: Requires the public employers regulated by specified acts to provide all employees an orientation and to permit an exclusive representative to participate. STATUS: 01/19/2017 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY. CATEGORY: Employment
CA AB 65	AUTHOR: Patterson [R] TITLE: Transportation Bond Debt Service INTRODUCED: 12/13/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Amends an existing law which provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on certain general obligation bonds. Excludes from payment the debt service for Proposition 1A bonds. STATUS: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding

► CA AB 66	AUTHOR: Patterson [R] TITLE: High-Speed Rail Authority: Reports INTRODUCED: 12/13/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Amends the High-Speed Rail Act. Requires a specified business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system in certain cases. STATUS: 03/20/2017 <i>In ASSEMBLY Committee on TRANSPORTATION: Not heard.</i> CATEGORY: High-Speed Rail
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CA AB 87	AUTHOR: Ting [D] TITLE: Autonomous Vehicles INTRODUCED: 01/05/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Requires the Department of Motor Vehicles to revoke the vehicle registration of any autonomous vehicle operating in violation of their Autonomous Vehicle Tester Program and authorizes law enforcement to impound such vehicles. Gives DMV the discretion to fine companies illegally operating autonomous vehicles up to a specified amount per day of violation and prohibits those companies from applying to receive a permit from DMV to legally test self-driving technology on California road for two years. STATUS: 01/19/2017 To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE. CATEGORY: Miscellaneous
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► CA AB 91	AUTHOR: Cervantes [D] TITLE: High-Occupancy Vehicle Lanes INTRODUCED: 01/09/2017 LAST AMEND: 03/22/2017 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee HEARING: 04/05/2017 9:00 am SUMMARY: Prohibits a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. STATUS: 03/22/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on APPROPRIATIONS.</i> CATEGORY: Miscellaneous
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► CA AB 92	<p>AUTHOR: Bonta [D]</p> <p>TITLE: Public Contracts: Payment</p> <p>INTRODUCED: 01/09/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Third Reading File</i></p> <p>SUMMARY: Extends the operation of existing law which authorizes the retention proceeds withheld from any payment by an awarding entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any subcontractor to exceed a certain amount on specific projects where the director of the applicable department has made a specified finding.</p> <p>STATUS: 03/23/2017 <i>In ASSEMBLY. Read second time. To third reading.</i></p> <p>CATEGORY: Public Works</p>
CA AB 151	<p>AUTHOR: Burke [D]</p> <p>TITLE: California Global Warming Solutions Act of 2006</p> <p>INTRODUCED: 01/11/2017</p> <p>LAST AMEND: 03/02/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY: Amends the Global Warming Solutions Act of 2006. Requires the air resources board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan. Requires the state board to report to the Legislature on the need for increased education, career technical education, job training, and workforce development in ensuring that statewide greenhouse gas emissions are reduced by a specified level.</p> <p>STATUS: 03/02/2017 To ASSEMBLY Committee on NATURAL RESOURCES. 03/02/2017 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/02/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Environment</p>
► CA AB 161	<p>AUTHOR: Levine [D]</p> <p>TITLE: Department of Finance: Infrastructure Investment</p> <p>INTRODUCED: 01/13/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>SUMMARY: Authorizes the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System.</p> <p>STATUS: 03/29/2017 <i>From ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY: Do pass to Committee on APPROPRIATIONS. (5 2)</i></p> <p>CATEGORY: Funding</p>

CA AB 168	AUTHOR: Eggman [D] TITLE: Employers: Salary Information INTRODUCED: 01/17/2017 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Prohibits an employer, including state and local government employers, from seeking salary history information about an applicant for employment. Requires an employer to provide the pay scale for a position to an applicant for employment. STATUS: 01/17/2017 INTRODUCED. CATEGORY: Employment
► CA AB 174	AUTHOR: Bigelow [R] TITLE: California Transportation Commission: Membership INTRODUCED: 01/17/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee HEARING: 04/17/2017 2:30 pm SUMMARY: Requires that at least one voting member of the California Transportation Commission reside in a rural county with a population of less than a certain number of individuals. STATUS: 01/30/2017 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous
► CA AB 190	AUTHOR: Steinorth [R] TITLE: Local Government: Development Permits: Design Review INTRODUCED: 01/19/2017 LAST AMEND: 03/27/2017 DISPOSITION: Pending LOCATION: Assembly Local Government Committee HEARING: 04/05/2017 1:30 pm SUMMARY: Relates to the Permit Streamlining Act within the Planning and Zoning law and the California Environmental Quality Act. Requires a lead agency, where an ordinance requiring the design review applies to a development project, to approve or disapprove the design of the development project within a certain number of days of the application being determined to be complete <i>or the date of the certification of the environmental impact report, adoption of a negative declaration or determination of exemption.</i> STATUS: 03/27/2017 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.</i> 03/27/2017 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</i> CATEGORY: Planning

CA AB 215	AUTHOR: Rodriguez [D] TITLE: Los Angeles-Pasadena Foothill Extension Gold Line INTRODUCED: 01/24/2017 LAST AMEND: 02/28/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Appropriates a specified sum from the General Fund to the San Bernardino County Transportation Authority for the purpose of funding a specified project extension to the City of Montclair. STATUS: 02/28/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 02/28/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Transit
CA AB 220	AUTHOR: Ridley-Thomas S [D] TITLE: The California Emergency Services Act: Homelessness INTRODUCED: 01/25/2017 LAST AMEND: 03/23/2017 DISPOSITION: Pending LOCATION: Assembly Governmental Organization Committee SUMMARY: Expands the definition of state of emergency to include the Governor's warning of acute homelessness. STATUS: 03/23/2017 To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION. 03/23/2017 From ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION with author's amendments. 03/23/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION. CATEGORY: Miscellaneous
CA AB 239	AUTHOR: Ridley-Thomas S [D] TITLE: California Environmental Quality Act: Urbanized Areas INTRODUCED: 01/30/2017 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Relates to the California Environmental Quality Act and urbanized areas. Defines the terms urban area and urbanized area to mean that the population density of the unincorporated area be at least 1,000 persons per square mile. STATUS: 02/06/2017 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment

► CA AB 241	AUTHOR:	Dababneh [D]
	TITLE:	Personal Information: Privacy: State and Local Breach
	INTRODUCED:	01/30/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	HEARING:	04/05/2017 9:00 am
	SUMMARY:	
	Relates to state and local breaches of privacy. Requires a state or local agency, if it was the source of a computer breach of information, to provide appropriate identity theft prevention and mitigation services at no cost to a person whose personal information, including social security number, driver license or identification card number.	
	STATUS:	
	03/14/2017	From ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION: Do pass to Assembly Committee on APPROPRIATIONS. (10 0)
	CATEGORY:	Miscellaneous

► CA AB 262	AUTHOR:	Bonta [D]
	TITLE:	Public Contracts: Lowest Responsive Bidder
	INTRODUCED:	01/31/2017
	LAST AMEND:	03/27/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Accountability and Administrative Review Committee
	HEARING:	04/05/2017 9:00 am
	LOCATION:	Assembly Natural Resources Committee
	HEARING:	04/17/2017
	SUMMARY:	
	Amends the State Contract Act, which requires an awarding department to require a prospective bidder to complete a form that states the amount of greenhouse gas emissions that were produced in the manufacturing of eligible materials to be used on a project. Requires an awarding department to require a prospective bidder to complete a form that contains certain information concerning greenhouse gas emissions. Requires that such emissions be taken into account by an awarding department.	
	STATUS:	
	03/27/2017	From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments.
	03/27/2017	In ASSEMBLY. Read second time and amended. Re referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
	CATEGORY:	Environment

► CA AB 287	AUTHOR: Holden [D]
	TITLE: State Highway Route 710: Advisory Committee
	INTRODUCED: 02/02/2017
	DISPOSITION: Pending
	LOCATION: Assembly Transportation Committee
	HEARING: 04/17/2017 2:30 pm
	SUMMARY: <p>Requires the Department of Transportation, in consultation with the LA County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with specified membership to study alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review.</p>
	STATUS:
	02/13/2017 To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY: Miscellaneous

► CA AB 330	AUTHOR: Cooley [D]
	TITLE: Highway Safety
	INTRODUCED: 02/07/2017
	LAST AMEND: 03/20/2017
	DISPOSITION: Pending
	LOCATION: Assembly Transportation Committee
	HEARING: 04/03/2017 2:30 pm
	SUMMARY: <p><i>Relates to driving under the influence.</i> Authorizes a court to order a person convicted of a certain crime to enroll and participate in a Sobriety program as a condition of probation, parole, sentence, or work permit. <i>Authorizes a court to order such participation as a condition of pretrial release on bond for certain persons.</i></p>
	STATUS:
	03/20/2017 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>
	03/20/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION.</i>
	CATEGORY: Funding

► CA AB 332	AUTHOR: Bocanegra [D] TITLE: Vehicles: Local Regulations: Street Closures INTRODUCED: 02/07/2017 LAST AMEND: 03/09/2017 DISPOSITION: Pending LOCATION: Assembly Local Government Committee HEARING: 04/05/2017 1:30 pm SUMMARY: <p><i>Authorizes the legislative body of a local agency to temporarily close to through traffic a highway under its jurisdiction in order to curb a serious nuisance, including illegal dumping. Allows a temporary closure of a highway that has been designated as a through highway or arterial street if the closure can be accomplished without a significant impact on the flow of traffic.</i></p> STATUS: 03/09/2017 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 03/09/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT. CATEGORY: Government Accountability
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► CA AB 342	AUTHOR: Chiu [D] TITLE: Vehicles: Automated Speed Enforcement: Five-Year Pilot INTRODUCED: 02/07/2017 HEARING: 03/21/2017 DISPOSITION: Pending LOCATION: Assembly Privacy and Consumer Protection Committee HEARING: 04/18/2017 1:30 pm SUMMARY: <p>Authorizes the City of San Jose and the City and County of San Francisco to implement a pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets. Provides that a speed violation that is recorded by an ASE system is subject to a specified civil penalty.</p> STATUS: 03/23/2017 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION. CATEGORY: Miscellaneous
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CA AB 351	AUTHOR: Melendez [R] TITLE: Transportation Funding INTRODUCED: 02/08/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires certain loans made to the General Fund from specified transportation funds and accounts to be repaid by a specified date. Makes changes to existing law which provides for the transfer of certain commercial vehicle weight fee revenues to the transportation Bond Direct Payment Account. Provides for the portion of the fuel excise tax revenues to be allocated to the State Transportation Improvement Program, the State Highway Operation and Protection Program, and to city and county streets and roads.</p> STATUS: 02/21/2017 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding
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CA AB 378	AUTHOR:	Garcia [D]
	TITLE:	Global Warming Solutions Act of 2006: Regulations
	INTRODUCED:	02/09/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Requires the State Air Resources Board when adopting rules and regulations to achieve certain greenhouse gas emissions reductions to follow specified requirements, consider the social costs of the emissions and prioritize specified emission reduction rules and regulations.
	STATUS:	
	02/21/2017	To ASSEMBLY Committee on NATURAL RESOURCES.
	Category:	Environment

► CA AB 398	AUTHOR:	Garcia E [D]
	TITLE:	Greenhouse Gas Reduction Fund: Report
	INTRODUCED:	02/09/2017
	LAST AMEND:	03/28/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Natural Resources Committee
	HEARING:	04/03/2017
	SUMMARY:	<i>Requires the State Air Resources Board to share data on the emissions of air pollution, including the emissions of greenhouse gases with specified air quality management districts and air pollution control districts. Requires the appointment of a dedicated ombudsman to respond to requests for data and analyses. Requires the Department of Finance to include information about greenhouse gas emissions reductions for projects receiving moneys from the Greenhouse Gas Reduction Fund on its annual report.</i>
	STATUS:	
	03/28/2017	<i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i>
	03/28/2017	<i>In ASSEMBLY. Read second time and amended. Re referred to Committee on NATURAL RESOURCES.</i>
	CATEGORY:	Environment

► CA AB 467	AUTHOR:	Mullin [D]
	TITLE:	Local Transportation Authorities: Transactions and Tax
	INTRODUCED:	02/13/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	HEARING:	04/05/2017 1:30 pm
	SUMMARY:	Amends the Local Transportation Authority and Improvement Act, which provides for a local transportation authority to adopt a transportation expenditure plan for the proceeds of a specified tax, and requires the plan to be included in a voter information handbook sent to voters.
	STATUS:	
	02/27/2017	To ASSEMBLY Committees on LOCAL GOVERNMENT and ELECTIONS AND REDISTRICTING.
	CATEGORY:	Funding

AB 419 (Salas) which pertained to the Greenhouse Gas Reduction Fund, has been gut and amended to relate to zero net energy residential buildings. Therefore, the bill has been removed from the matrix.

CA AB 468	<p>AUTHOR: Santiago [D] TITLE: Transit Districts: Prohibition Orders INTRODUCED: 02/13/2017 LAST AMEND: 03/23/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Amends an existing law which authorizes the Sacramento Regional Transit District, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Applies such provisions to the Los Angeles County Metropolitan Transportation Authority. STATUS: 03/23/2017 To ASSEMBLY Committee on TRANSPORTATION. 03/23/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/23/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Transit</p>
CA AB 496	<p>AUTHOR: Fong [R] TITLE: Transportation Funding INTRODUCED: 02/13/2017 LAST AMEND: 02/28/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Creates the traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. STATUS: 02/28/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 02/28/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Funding</p>
► CA AB 515	<p>AUTHOR: Frazier [D] TITLE: State Highway System Management Plan INTRODUCED: 02/13/2017 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires the department of Transportation to prepare a State Highway System Management Plan, which would consist of a specified 10-year state highway rehabilitation plan and a specified 5-year maintenance plan. Requires the department to make a draft of its proposed plan available to regional transportation agencies and to transmit the plan to the Governor and Legislature periodically. STATUS: 03/20/2017 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12 0) CATEGORY: Planning</p>

CA AB 544	AUTHOR:	Bloom [D]
	TITLE:	Vehicles: High-Occupancy Vehicle Lanes
	INTRODUCED:	02/13/2017
	LAST AMEND:	03/21/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	
	Extends the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires or until the Secretary of State receives a specified notice, whichever occurs first. Provides that identifiers issued for those specified vehicles are valid until a certain date. Provides for the validity of certain new identifiers.	
	STATUS:	
	03/21/2017	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
03/21/2017	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.	
	CATEGORY:	Miscellaneous

► CA AB 551	AUTHOR:	Levine [D]
	TITLE:	Political Reform Act of 1974: <i>Postemployment</i>
	INTRODUCED:	02/14/2017
	LAST AMEND:	03/13/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Elections and Redistricting Committee
	HEARING:	04/05/2017 9:00 am
	SUMMARY:	
	<i>Amends the Political Reform Act, which prohibits certain elected officials from acting as agents or attorneys for certain persons, and which excludes from that prohibition certain appearances and communications. Removes the exclusion, thereby making an appearance or communication on behalf of an individual's agency subject to a specified one year prohibition.</i>	
	STATUS:	
03/13/2017	From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING with author's amendments.	
	In ASSEMBLY. Read second time and amended. Re referred to Committee on ELECTIONS AND REDISTRICTING.	
	CATEGORY:	Employment

► CA AB 577	<p>AUTHOR: Caballero [D] TITLE: Disadvantaged Communities INTRODUCED: 02/14/2017 LAST AMEND: 03/09/2017 DISPOSITION: Pending LOCATION: Assembly Environmental Safety and Toxic Materials Committee SUMMARY: Amends existing law which defines a disadvantaged community as a community with an annual median household income that is less than a certain percentage of the statewide annual median household income for various purposes that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014. <i>Expands the definition of disadvantaged community.</i> STATUS: 03/09/2017 <i>From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS with author's amendments.</i> 03/09/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.</i> CATEGORY: Miscellaneous</p>
► CA AB 623	<p>AUTHOR: Rodriguez [D] TITLE: Autonomous Vehicle Testing: Accident Reporting INTRODUCED: 02/14/2017 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Requires an accident involving operation of an autonomous vehicle that results in catastrophic bodily injury or the death of a person to be reported to the Department of Motor Vehicles within 24 hours of occurrence. STATUS: 03/02/2017 <i>To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.</i> CATEGORY: Miscellaneous</p>
► CA AB 630	<p>AUTHOR: Cooper [D] TITLE: Vehicles: Retirement and Replacement INTRODUCED: 02/14/2017 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Establishes the Plus Up Program to be administered by the Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluting motor vehicles. Requires the board to update the guidelines for the enhanced fleet modernization program. STATUS: 03/20/2017 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (10 4)</i> CATEGORY: Environment</p>

► CA AB 673	<p>AUTHOR: Chu [D]</p> <p>TITLE: Public Transit Operators: Vehicle Safety Requirements</p> <p>INTRODUCED: 02/15/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Requires a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. Ensures that the bus is equipped, at a minimum, with specified features.</p> <p>STATUS: 03/02/2017 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Transit</p>
► CA AB 695	<p>AUTHOR: Bocanegra [D]</p> <p>TITLE: Avoidance of On-Track Equipment</p> <p>INTRODUCED: 02/15/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>HEARING: 04/05/2017 9:00 am</p> <p>SUMMARY: Amends existing law which requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. Makes this requirement to avoid on-track equipment.</p> <p>STATUS: 03/20/2017 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14 0).</i></p> <p>CATEGORY: Rail</p>
► CA AB 697	<p>AUTHOR: Fong [R]</p> <p>TITLE: Tolls: Exemption for Privately Owned Ambulances</p> <p>INTRODUCED: 02/15/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>SUMMARY: Expands exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licenses by the California Highway Patrol.</p> <p>STATUS: 03/27/2017 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12 0)</i></p> <p>CATEGORY: Toll Lanes</p>

► CA AB 730	AUTHOR:	Quirk [D]
	TITLE:	Transit Districts: Prohibition Orders
	INTRODUCED:	02/15/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Public Safety Committee</i>
	HEARING:	04/04/2017 9:00 am
	SUMMARY:	
		Amends an existing law which prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district and which authorizes the issuance of a prohibition order to any person cited for committing certain prohibited acts in specified transit facilities. Applies such provisions to the San Francisco Bay Area Rapid Transit District.
	STATUS:	
	03/02/2017	To ASSEMBLY Committee on PUBLIC SAFETY.
	CATEGORY:	Transit

► CA AB 891	AUTHOR:	Garcia E [D]
	TITLE:	California Communities Environmental Health Screening
	INTRODUCED:	02/16/2017
	LAST AMEND:	03/15/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Appropriations Committee</i>
	HEARING:	04/05/2017 9:00 am
	SUMMARY:	
		Requires the State Air Resources Board, in partnership with the Office of Environmental Health Hazard Assessment, to include data from certain local air monitoring studies. Requires funds to be allocated to the board and the office to support the continued collection of this data. Requires the board to collect data separate from the local air monitoring studies, <i>including certain data on ozone and diesel particulate matter</i> , and to submit a report to the Legislature. <i>Requires the board to add air monitoring stations at additional locations in the California Mexico border region and to submit a report concerning cross border pollution.</i>
	STATUS:	
	03/21/2017	From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS: Do pass to Committee on APPROPRIATIONS. (7 0).
	CATEGORY:	Environment

► CA AB 965	AUTHOR:	Kiley [R]
	TITLE:	Department of Transportation: Civil Liability
	INTRODUCED:	02/16/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	SUMMARY:	
		Provides that, in an action for injury against Department of Transportation, the amount of damages for non-economic losses shall not exceed specified amounts per individual or per occurrence. Provides that, in certain actions, the liability of the department for economic damages shall be several only and shall not be joint.
	STATUS:	
	03/02/2017	To ASSEMBLY Committees on TRANSPORTATION and JUDICIARY.
	CATEGORY:	Miscellaneous

► CA AB 978	<p>AUTHOR: Limon [D]</p> <p>TITLE: Employment Safety: Injury and Illness Prevention</p> <p>INTRODUCED: 02/16/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>SUMMARY: Requires an employer who receives a written request for a paper or electronic copy of the written injury prevention program from a current employee, or his or her authorized representative, to comply with the request as soon as practicable, but no later than 5 business days from the date the employer receives the request. Requires the employer to provide the copy of the written injury prevention program free of charge.</p> <p>STATUS: 03/29/2017 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on APPROPRIATIONS.</i></p> <p>CATEGORY: Employment</p>
► CA AB 980	<p>AUTHOR: Wood [D]</p> <p>TITLE: Broadband: Fiber Optic Cables: Priority Areas</p> <p>INTRODUCED: 02/16/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Communications and Conveyance Committee</i></p> <p>SUMMARY: Requires the Department of Transportation as part of those projects that are located in priority areas, to install broadband conduits capable of supporting fiber optic communication cables.</p> <p>STATUS: 03/28/2017 <i>In ASSEMBLY. Coauthors revised.</i></p> <p>CATEGORY: Public Works</p>
► CA AB 1008	<p>AUTHOR: McCarty [D]</p> <p>TITLE: Employment Discrimination: Prior Criminal History</p> <p>INTRODUCED: 02/16/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Provides that it is an unlawful employment practice for an employer to include on any application for employment any question that seeks the disclosure of an applicant's criminal history, to inquire into or consider the conviction history of an applicant until that applicant has received a conditional offer. Sets forth certain requirements for an employer who intends to deny an application solely or in part because of the applicant's prior conviction of a crime.</p> <p>STATUS: 03/09/2017 <i>To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</i></p> <p>CATEGORY: Employment</p>

► CA AB 1017	AUTHOR: Santiago [D] TITLE: Collective Bargaining Agreements: Arbitration: INTRODUCED: 02/16/2017 DISPOSITION: Pending LOCATION: <i>Assembly Public Employees, Retirement and Social Security Committee</i> SUMMARY: Amends existing law which requires a court to award attorney's fees to a prevailing party in an action to compel arbitration of the disputes. Applies these provisions to public employment. Provides that in order to avoid an award of attorney's fees, the appellant or other party must raise credible as well as substantial issues involving complex or significant questions of law. STATUS: 03/09/2017 <i>To ASSEMBLY Committees on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY and JUDICIARY.</i> CATEGORY: Planning
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► CA AB 1060	AUTHOR: Burke [D] TITLE: Enhanced Infrastructure Financing Districts INTRODUCED: 02/16/2017 DISPOSITION: Pending LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: Relates to an enhanced infrastructure financing district to finance public capital facilities including the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. Authorizes the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. STATUS: 03/06/2017 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.</i> CATEGORY: Funding
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► CA AB 1066	AUTHOR: Aguiar-Curry [D] TITLE: Public Works: Definition INTRODUCED: 02/16/2017 DISPOSITION: Pending LOCATION: <i>Assembly Appropriations Committee</i> SUMMARY: Specifies that the term demolition within the definition of public works, with respect to the payment of prevailing wages, includes tree removal. STATUS: 03/29/2017 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on APPROPRIATIONS.</i> CATEGORY: Public Works
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AB 1055 (Walron) which pertained to the California Environmental Quality Act, has been gut and amended to relate to solid waste and plastic products. Therefore, the bill has been removed from the matrix.

► CA AB 1069	AUTHOR:	Low [D]
	TITLE:	Local Government: Taxicab Transportation Services
	INTRODUCED:	02/16/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Communications and Conveyance Committee</i>
	SUMMARY:	Authorizes a city or county to establish a maximum rate structure that would prohibit a taxicab transportation service from charging a rate to a passenger that is greater than a rate established by the city. Authorizes a city or county to limit the number of taxicabs or taxicab companies that may use specified areas within the city or county. Requires a licensed taxicab company to disclose fares, fees, or rates to a potential customer before the customer accepts a ride.
	STATUS:	
	03/06/2017	<i>To ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE.</i>
	CATEGORY:	Miscellaneous

► CA AB 1073	AUTHOR:	Garcia E [D]
	TITLE:	California Clean Truck, Bus, and Off-Road Vehicle
	INTRODUCED:	02/16/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	HEARING:	04/03/2017 2:30 pm
	SUMMARY:	Requires the state board, when funding a specified class of projects, to allocate a percent of available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology.
	STATUS:	
	03/06/2017	<i>To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.</i>
	CATEGORY:	Environment

► CA AB 1089	AUTHOR:	Mullin [D]
	TITLE:	Local Elective Offices: Contribution Limitations
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Appropriations Committee</i>
	HEARING:	04/05/2017 9:00 am
	SUMMARY:	Prohibits a person from making to a candidate for local elective office any a contribution totaling more than a certain amount. Authorizes a county, city, special district, or school district to impose a different limitation.
	STATUS:	
	03/22/2017	<i>From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING: Do pass to Committee on APPROPRIATIONS.</i>
	CATEGORY:	Government Accountability

► CA AB 1103	AUTHOR:	Obernolte [R]
	TITLE:	Bicycles: Yielding
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	SUMMARY:	Authorizes a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping.
	STATUS:	
	03/09/2017	<i>To ASSEMBLY Committee on TRANSPORTATION.</i>
	CATEGORY:	Active Transportation

► CA AB 1117	AUTHOR:	Fong [R]
	TITLE:	California Environmental Quality Act
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Natural Resources Committee</i>
	SUMMARY:	Amends the California Environmental Quality Act (CEQA). Provides for the aesthetic effects of a project subject to CEQA action brought pursuant to provisions of CEQA disclosure of a person or entity that contributes a specified sum toward the plaintiff's or petitioner's costs. Provides that CEQA not be used for a nonenvironmental purpose. Provides for dismissal of the action, award of attorney's fees.
	STATUS:	
	03/06/2017	<i>To ASSEMBLY Committee on NATURAL RESOURCES..</i>
	CATEGORY:	Environment

► CA AB 1160	AUTHOR:	Bonta [D]
	TITLE:	Autonomous Vehicles
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	SUMMARY:	Changes the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle and is operated without the active physical control or monitoring by a human operator.
	STATUS:	
	03/09/2017	<i>To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.</i>
	CATEGORY:	Miscellaneous

► CA AB 1189	AUTHOR:	Garcia E [D]
	TITLE:	Riverside County Transportation Commission
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/16/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	HEARING:	04/05/2017 1:30 pm
	SUMMARY:	
		Authorizes the Riverside County Transportation Commission to impose a maximum tax rate for transportation purposes, subject to voter approval.
	STATUS:	
	03/16/2017	From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.
	03/16/2017	In ASSEMBLY. Read second time and amended. Re referred to Committee on LOCAL GOVERNMENT.
	CATEGORY:	Miscellaneous

► CA AB 1218	AUTHOR:	Obernolte [R]
	TITLE:	California Environmental Quality Act: Exemption
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Natural Resources Committee
	HEARING:	04/03/2017
	SUMMARY:	
		Relates to The California Environmental Quality Act, which provides for a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project as revised would have such an effect, and which exempts bicycle transportation plans for an urbanized area for restriping of streets and highways and other activities.
	STATUS:	
	03/09/2017	To ASSEMBLY Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

► CA AB 1223	AUTHOR:	Caballero [D]
	TITLE:	Construction Contract Payments
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/27/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Accountability and Administrative Review Committee
	HEARING:	04/05/2017 9:00 am
	SUMMARY:	
		Requires, within a certain number of days of making a construction contract payment, a state or local agency to post on its Internet Web site <i>the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made, the payment application number and certain other information.</i>
	STATUS:	
	03/27/2017	From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments.
	03/27/2017	In ASSEMBLY. Read second time and amended. Re referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
	CATEGORY:	Public Works

► CA AB 1233	AUTHOR:	Cunningham [R]
	TITLE:	Transportation Inspector General
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	SUMMARY:	Creates the Office of the Transportation Inspector General in state government to ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently and in compliance with federal and state laws.
	STATUS:	
	03/09/2017	<i>To ASSEMBLY Committees on TRANSPORTATION and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</i>
	CATEGORY:	Miscellaneous

CA AB 1235	AUTHOR:	Daly [D]
	TITLE:	Santa Ana River Conservancy Program
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/28/2017
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Natural Resources Committee
	HEARING:	04/17/2017
	SUMMARY:	Appropriates a specified sum from the General Fund to the conservancy to be expended for the purposes of the Santa Ana River Conservancy Program.
	STATUS:	
	03/28/2017	From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
	03/28/2017	In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

► CA AB 1255	AUTHOR:	Dababneh [D]
	TITLE:	Mobile Application
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Assembly Transportation Committee</i>
	HEARING:	04/17/2017 2:30 pm
	SUMMARY:	Requires the Department of Motor Vehicles to conduct a pilot project to test the effectiveness of utilizing best practice standards for the assessment of creating a digital mobile driver's license application for smartphone use. Requires the department to solicit participation in the pilot project by department and Department of Transportation employees.
	STATUS:	
	03/09/2017	<i>To ASSEMBLY Committee on TRANSPORTATION.</i>
	CATEGORY:	Miscellaneous

► CA AB 1282	<p>AUTHOR: Mullin [D]</p> <p>TITLE: Transportation: Task Force: Permit Processing</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>HEARING: 04/17/2017 2:30 pm</p> <p>SUMMARY: Establishes a transportation permitting task force consisting of representatives from Department of Transportation, Transportation Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.</p> <p>STATUS: 03/13/2017 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Planning</p>
► CA AB 1301	<p>AUTHOR: Fong [R]</p> <p>TITLE: Joint Legislative Committee on Climate Change Policies</p> <p>INTRODUCED: 02/17/2017</p> <p>LAST AMEND: 03/22/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: States the mission of the Joint Legislative Committee on Climate Change Policies and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.</p> <p>STATUS: 03/22/2017 <i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i> 03/22/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: Environment</p>
► CA AB 1317	<p>AUTHOR: Gray [D]</p> <p>TITLE: Carl Moyer Memorial Air Quality Standards Program</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>HEARING: 04/17/2017 2:30 pm</p> <p>SUMMARY: Authorizes an eligible grant applicant under the Carl Moyer Memorial Air Quality Standards Attainment Program an operator or owner of point or mobile emissions sources on lands that are wholly or partially under easement for conservation and habitat purposes with the United States fish and Wildlife Service or the Department of Fish and Wildlife and are located within the boundaries of the grassland ecological areas.</p> <p>STATUS: 03/16/2017 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Environment</p>

► CA AB 1324	AUTHOR: Gloria [D] TITLE: Metropolitan Planning Organizations; <i>Use Taxes</i> INTRODUCED: 02/17/2017 LAST AMEND: 03/20/2017 DISPOSITION: Pending LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: <p>Authorizes a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction approved by the required percentage of the voters. Requires the revenues derived to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.</p> STATUS: 03/20/2017 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.</i> 03/20/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on LOCAL GOVERNMENT.</i> CATEGORY: Funding
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► CA AB 1333	AUTHOR: Dababneh [D] TITLE: Political Reform Act: Local Government Agency Notices INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: <i>Assembly Elections and Redistricting Committee</i> HEARING: 04/05/2017 9:00 am SUMMARY: <p>Requires every local government agency to prominently post on its Internet Web site a notice of any upcoming election in which voters will vote on a tax measure or proposed bond issuance of the agency. Requires every local government agency that publishes an electronic newsletter to include the notice in the electronic newsletter.</p> STATUS: 03/13/2017 <i>To ASSEMBLY Committees on ELECTIONS AND REDISTRICTING and LOCAL GOVERNMENT..</i> CATEGORY: Government Accountability
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► CA AB 1341	AUTHOR: Calderon I [D] TITLE: Zero-Emission Vehicles: Tax Credits, Deductions INTRODUCED: 02/17/2017 LAST AMEND: 03/29/2017 DISPOSITION: Pending LOCATION: <i>Assembly Transportation Committee</i> HEARING: 04/17/2017 2:30 pm SUMMARY: <p>Excludes from gross receipts and sales price that portion of the cost of a new near-zero or zero-emission vehicle purchased by a low-income purchaser that does not exceed a specified amount. Allows a credit under the Personal Income Tax Law, depending on the type of vehicle, to a qualified taxpayer who purchased a new near-zero or zero-emission vehicle during the taxable year. <i>Provides an additional credit qualified taxpayers who are low income purchasers.</i></p> STATUS: 03/29/2017 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/29/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION.</i> CATEGORY: Miscellaneous
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► CA AB 1363	<p>AUTHOR: Baker [R]</p> <p>TITLE: Transportation Revenues</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY:</p> <p>Delete the transfer of certain miscellaneous revenues to the Transportation Debt Service Fund. Requires such revenues to be retained in the State Highway Account and to be used solely for transportation expenditures.</p> <p>STATUS:</p> <p>03/13/2017 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Funding</p>
► CA AB 1383	<p>AUTHOR: Fong [R]</p> <p>TITLE: California Global Warming Solutions Act of 2006</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY:</p> <p>Requires the State Air Resources Board to take specified actions and make specified findings prior to adopting a regulation under the Global Warming Solutions Act. Requires the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.</p> <p>STATUS:</p> <p>03/13/2017 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: Environment</p>
► CA AB 1395	<p>AUTHOR: Chu [D]</p> <p>TITLE: State Highways: <i>Uniform Financial Plan</i></p> <p>INTRODUCED: 02/17/2017</p> <p>LAST AMEND: 03/30/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY:</p> <p><i>Requires the Department of Transportation to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. Requires the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state.</i></p> <p>STATUS:</p> <p>03/30/2017 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>03/30/2017 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i></p> <p>03/30/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION..</i></p> <p>CATEGORY: Miscellaneous</p>

► CA AB 1421	AUTHOR:	Dababneh [D]
	TITLE:	Intercity Rail Services: Noise and Vibration
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/22/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires the Department of Transportation to conduct a study to determine the noise and vibration levels associated <i>with all railroad lines in the vicinity of residential areas or schools.</i>
	STATUS:	
	03/22/2017	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/22/2017	In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION.
	CATEGORY:	Rail

► CA AB 1442	AUTHOR:	Allen T [R]
	TITLE:	Bonds: Transportation: Water Projects
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/28/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	<i>Provides that no additional bonds shall be sold for high speed rail purposes under the Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century, except as specifically provided for existing appropriations. Requires the net proceeds of certain bonds issued and sold under the Act to be made available to fund capital expenditures for water projects, including desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge.</i>
	STATUS:	
	03/28/2017	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/28/2017	In ASSEMBLY. Read second time and amended. Re referred to Committee on TRANSPORTATION.
	CATEGORY:	High-Speed Rail

► CA AB 1444	AUTHOR:	Baker [R]
	TITLE:	Livermore Amador Valley Transit Authority
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.
	STATUS:	
	03/13/2017	To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.
	CATEGORY:	Miscellaneous

► CA AB 1469	AUTHOR: Grayson [D] TITLE: School Transportation INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: <i>Assembly Education Committee</i> HEARING: 04/26/2017 1:30 pm SUMMARY: Entitles a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school. STATUS: 03/13/2017 To ASSEMBLY Committee on EDUCATION. CATEGORY: Funding
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► CA AB 1489	AUTHOR: Brough [R] TITLE: Architects Practice Act INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: <i>Assembly Business and Professions Committee</i> SUMMARY: Provides that a licensed architect is not responsible for damage caused by construction deviating from a permitted set of plans, specifications, reports, or documents. States that a legal duty is not imposed upon an architect who signs and stamps certain plans, specifications, reports, or documents. Provides for the definition of construction observation services. STATUS: 03/16/2017 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS. CATEGORY: Public Works
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► CA AB 1509	AUTHOR: Baker [R] TITLE: San Francisco Bay Area Rapid Transit District INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: Prohibits the San Francisco Bay Area Rapid Transit District from redirecting certain funds to cover operating expenses following the Approval of Measure RR. Requires certain expenditures and authorizes certain audits. Provides that certain amounts distributed pursuant to transactions and use tax provisions may be withheld in certain cases. STATUS: 03/16/2017 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Transit
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► CA AB 1547	<p>AUTHOR: Quirk-Silva [D]</p> <p>TITLE: California Development Financing Authority</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Jobs, Economic Development, and The Economy Committee</i></p> <p>SUMMARY: Abolishes the California Industrial Development Financing Advisory Commission and the California Pollution Control Financing Authority and transfers all duties, powers, purposes, responsibilities, and jurisdiction of those entities into the California Development Financing Authority, which is established by the bill.</p> <p>STATUS: 03/16/2017 <i>To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p>CATEGORY: Planning</p>
► CA AB 1561	<p>AUTHOR: Quirk-Silva [D]</p> <p>TITLE: <i>Inland Port Infrastructure Financing Act</i></p> <p>INTRODUCED: 02/17/2017</p> <p>LAST AMEND: 03/20/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Local Government Committee</i></p> <p>SUMMARY: Enacts provisions authorizing 2 or more local agencies to establish an authority under the joint powers law for the purpose of establishing an infrastructure fund and financing <i>inland</i> port infrastructure. <i>Revises the description of port facilities to specifically include inland ports.</i></p> <p>STATUS: 03/20/2017 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.</i> 03/20/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on LOCAL GOVERNMENT.</i></p> <p>CATEGORY: Funding</p>
► CA AB 1603	<p>AUTHOR: Ridley-Thomas S [D]</p> <p>TITLE: Meyers-Milias-Brown Act: Local Public Agencies</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: <i>Assembly Public Employees, Retirement and Social Security Committee</i></p> <p>SUMMARY: Specifies that certain rules and regulations may provide for exclusive recognition of employee organizations formally recognized pursuant to a vote of the employees of an agency or an appropriate unit thereof, subject to an employee's right to represent himself or herself, and provided that an otherwise appropriate unit of a public agency and one or more joint employers do not require the agency or joint employer's consent. Makes other changes.</p> <p>STATUS: 03/16/2017 <i>To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.</i></p> <p>CATEGORY: Employment</p>

► CA AB 1630	AUTHOR: Bloom [D] TITLE: California Transportation Plan: Wildlife Movement INTRODUCED: 02/17/2017 LAST AMEND: 03/28/2017 DISPOSITION: Pending LOCATION: Assembly Water, Parks and Wildlife Committee HEARING: 04/04/2017 9:00 am SUMMARY: <p><i>Authorizes the Department of Fish and Wildlife to pursue development of an environmental review process for remediating barriers to wildlife connectivity that will streamline the permitting process for certain crossing projects. Provides for requirements for projects using transportation funds, the public availability of certain assessments, and safe wildlife movement across transportation infrastructure to reduce vehicle collisions that disrupt freight delivery and increase insurance costs.</i></p> STATUS: 03/28/2017 <i>From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.</i> 03/28/2017 <i>In ASSEMBLY. Read second time and amended. Re referred to Committee on WATER, PARKS AND WILDLIFE.</i> CATEGORY: Environment
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► CA AB 1635	AUTHOR: Quirk-Silva [D] TITLE: Public Contracts: Small Business Participation INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: Assembly Accountability and Administrative Review Committee HEARING: 04/26/2017 9:00 am SUMMARY: <p>Requires all state agencies, departments, boards, and commissions to establish and achieve an annual goal of 25 percent small business participation in state procurements and contracts. Requires the department to undertake reasonable means to assist agencies in improving small business participation.</p> STATUS: 03/28/2017 <i>From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT & THE ECONOMY: Do pass as amended to ACCOUNTABILITY AND ADMIN. REVIEW.</i> CATEGORY: Public Works
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CA ACA 4	AUTHOR: Aguiar-Curry [D] TITLE: Local Government Financing: Affordable Housing INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: <p>Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by a certain percent of voters. Lowers the voter-approval threshold for the incurrence of bonded indebtedness in certain cases.</p> STATUS: 02/17/2017 INTRODUCED. CATEGORY: Funding
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► CA SB 1	AUTHOR:	Beall [D]
	TITLE:	Transportation Funding
	INTRODUCED:	12/05/2016
	LAST AMEND:	04/03/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Appropriations Committee
	HEARING:	04/03/2017 10:00 am
	SUMMARY:	
	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.	
	STATUS:	

04/03/2017 From SENATE Committee on APPROPRIATIONS: Do pass as amended.

04/03/2017 In SENATE. Senate Rule 29 suspended.

04/03/2017 In SENATE. Read second time and amended. To third reading.

CATEGORY: Funding

► CA SB 4	AUTHOR:	Mendoza [D]
	TITLE:	Goods Movement and Clean Trucks Bond Act
	INTRODUCED:	12/05/2016
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	
	Authorizes state general obligation bonds for projects and programs eligible for funding from the Trade Corridors Improvement Fund, for projects and programs consistent with the Goods Movement Emission Reduction Program and programs to expand the use of zero- and near-zero emission trucks in areas designated as severe or extreme nonattainment areas for ozone and particulate matter. Provides for rail landside access improvements and landside freight access improvements to airports.	
	STATUS:	
	03/29/2017	From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on GOVERNANCE AND FINANCE.
	CATEGORY:	Funding

► CA SB 19	AUTHOR: Hill [D] TITLE: Public Utilities Commission: Governance INTRODUCED: 12/05/2016 LAST AMEND: 03/14/2017 DISPOSITION: Pending LOCATION: Senate Judiciary Committee HEARING: 04/04/2017 1:30 pm SUMMARY: <p>Relates to the Public Utilities Commission. Prohibits an executive of a public utility from serving as a commissioner within a certain number of years after leaving the employment of the utility. Establishes an ethics officer within the legal division of the commission. Provides for employee training and development assignments. Clarifies certain contractual requirements relating to legal services. Provides for expedited relocation of certain spent fuel and for public records requirements.</p> STATUS: 03/21/2017 <i>From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS: Do pass to Committee on JUDICIARY.</i> CATEGORY: Government Accountability
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► CA SB 20	AUTHOR: Hill [D] TITLE: Vehicles: Buses; Seatbelts INTRODUCED: 12/05/2016 LAST AMEND: 03/20/2017 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: <p>Requires a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. Requires a bus operator to inform passengers of the requirement to wear a seatbelt. Provides an exception for schoolbuses. <i>Provides for driver safety belt requirements.</i></p> STATUS: 03/28/2017 <i>From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</i> CATEGORY: Miscellaneous
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CA SB 21	AUTHOR: Hill [D] TITLE: Law Enforcement Agencies: Surveillance: Policies INTRODUCED: 12/05/2016 LAST AMEND: 03/23/2017 DISPOSITION: Pending LOCATION: Senate Judiciary Committee SUMMARY: <p>Requires each public agency to submit to its governing body at a noticed hearing, open to the public, a proposed plan for the use of all surveillance technology and the information collected.</p> STATUS: 03/23/2017 In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY. CATEGORY: Government Accountability
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► CA SB 41	AUTHOR:	Galgiani [D]
	TITLE:	State Air Resources Board: Regulations
	INTRODUCED:	12/05/2016
	LAST AMEND:	03/23/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Environmental Quality Committee
	HEARING:	04/05/2017 9:30 am
	SUMMARY:	
	Requires the State Air Resources Board to deem a person to be in compliance <i>with the Truck and Bus Regulation</i> and prohibits the board from requiring a person to expend further moneys to achieve compliance with, or from seeking to enforce against that person, that regulation if specified conditions are met.	
	STATUS:	
03/23/2017		From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
03/23/2017		In SENATE. Read second time and amended. Re referred to Committee on ENVIRONMENTAL QUALITY.
CATEGORY:		Environment

► CA SB 49	AUTHOR:	de Leon [D]
	TITLE:	Environmental and Workers Defense Act of 2017
	INTRODUCED:	12/05/2016
	LAST AMEND:	02/22/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Environmental Quality Committee
	HEARING:	04/05/2017 9:30 am
	SUMMARY:	
	Relates to the California Environmental, Public Health, and Workers Defense Act of 2017. Relates to clean air, drinking water, discharge of pollutants into the atmosphere and waters and endangered species. Prohibits state or local agencies from amending or revising their rules and regulations implementing these state laws to be less stringent than the baseline federal standards. Prohibits a state agency from amending rules to be less stringent in protection of worker rights and worker safety.	
	STATUS:	
03/14/2017		From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on ENVIRONMENTAL QUALITY.
CATEGORY:		Environment

SB 62 (Jackson) which pertained to family care and medical leave, has been gut and amended to relate to affordable senior housing. Therefore, the bill has been removed from the matrix.

► CA SB 63	AUTHOR:	Jackson [D]
	TITLE:	Unlawful Employment Practice: Parental Leave
	INTRODUCED:	12/22/2016
	LAST AMEND:	03/23/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Judiciary Committee
	HEARING:	04/04/2017 1:30 pm
	SUMMARY:	
	Prohibits an employer from refusing to allow certain employees to take up to 12 weeks of parental leave to bond with a new child within one year of the child's birth, adoption, or foster care placement. Prohibits an employer from refusing to maintain and pay for coverage under a group health plan for an employee who takes this leave.	
	STATUS:	
	03/23/2017	<i>In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.</i>
	CATEGORY:	Employment

► CA SB 80	AUTHOR:	Wieckowski [D]
	TITLE:	California Environmental Quality Act: Notices
	INTRODUCED:	01/11/2017
	LAST AMEND:	02/14/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	
	Amends the California Environmental Quality Act. Requires a lead agency to post certain notices on the agency's Internet Web site and to offer to provide those notices by e-mail. Requires a county clerk to post notices regarding an environmental impact report or a negative declaration on the county's Internet Web site. <i>Requires the filing of a notice in certain cases.</i>	
	STATUS:	
	03/29/2017	<i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS.</i>
	CATEGORY:	Environment

CA SB 137	AUTHOR:	Allen [D]
	TITLE:	Transit Districts: Ordinances
	INTRODUCED:	01/12/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	
	Authorizes the Southern California Rapid Transit District to print and publish an ordinance in a newspaper of general circulation more than once within a certain number of days after passage. Requires the district to also make an ordinance available online.	
	STATUS:	
	01/26/2017	To SENATE Committee on TRANSPORTATION AND HOUSING.
	CATEGORY:	Transit

SB 79 (Allen) which pertained to advanced technology vehicle parking incentive programs, has been gut and amended to relate to sales and use tax of used electric vehicles. Therefore, the bill has been removed from the matrix.

CA SB 145	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY: Repeals a requirement that the Department of Motor Vehicles notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle on public roads. Repeals the requirement that the approval of such an application not be effective any sooner than a specified number of days after the date of the application. STATUS: 01/26/2017 CATEGORY:	Hill [D] Autonomous Vehicles: Testing on Public Roads 01/17/2017 Pending Senate Transportation and Housing Committee To SENATE Committee on TRANSPORTATION AND HOUSING. Miscellaneous
► CA SB 158	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: HEARING: SUMMARY: Requires the Department of Motor Vehicles to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training. STATUS: 02/02/2017 CATEGORY:	Monning [D] Commercial Drivers License: Education 01/19/2017 Pending Senate Transportation and Housing Committee 04/04/2017 1:30 pm To SENATE Committee on TRANSPORTATION AND HOUSING. Transit
► CA SB 224	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: HEARING: SUMMARY: Relates to the California Environmental Quality Act. Prohibits a lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of certain actions on the environment. STATUS: 02/16/2017 CATEGORY:	Jackson [D] Environmental Quality Act: Baseline Conditions 02/02/2017 Pending Senate Environmental Quality Committee 04/19/2017 9:30 am To SENATE Committee on ENVIRONMENTAL QUALITY. Environment

► CA SB 244	AUTHOR: Lara [D] TITLE: Privacy: Agencies: Personal Information INTRODUCED: 02/06/2017 DISPOSITION: Pending LOCATION: Senate Judiciary Committee HEARING: 04/18/2017 1:30 pm SUMMARY: <p>Requires that personal information and records containing it that are collected or obtained by the state, any state agency, or any subdivision of the state, as well as any persons contracted to administer public services or program, from an applicant for public services or programs only be collected, used, and retained for the purpose of assessing eligibility for and providing those services and programs for which the application has been submitted. Relates to driver's licenses issued by DMV.</p> STATUS: 02/16/2017 To SENATE Committee on JUDICIARY. CATEGORY: Miscellaneous
CA SB 251	AUTHOR: Cannella [R] TITLE: Autonomous Vehicles: Pilot Project INTRODUCED: 02/07/2017 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: <p>Allows the County of Merced to conduct a pilot project for the testing of autonomous vehicles. Requires the county to obtain an instrument of insurance, surety bond, or proof of self-insurance prior to the start of testing.</p> STATUS: 02/16/2017 To SENATE Committee on TRANSPORTATION AND HOUSING. CATEGORY: Miscellaneous
► CA SB 262	AUTHOR: Wieckowski [D] TITLE: Climate Change: Climate Adaptation: Advisory Council INTRODUCED: 02/08/2017 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: <p>Amends an existing law which requires the Office of Planning and Research to establish an advisory council. Specifies that members on the advisory council shall serve staggered terms.</p> STATUS: 03/29/2017 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS. CATEGORY: Environment, Planning

► CA SB 263	<p>AUTHOR: Leyva [D] TITLE: Climate Assistance Centers INTRODUCED: 02/08/2017 LAST AMEND: 03/21/2017 DISPOSITION: Pending LOCATION: Senate Environmental Quality Committee HEARING: 04/05/2017 9:30 am SUMMARY: Requires the Strategic Growth Council to establish regional climate assistance centers. <i>Requires the centers to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policy ideas that accomplish specified goals. Authorizes the council and climate assistance centers to solicit and accept nonstate money.</i> STATUS: 03/21/2017 <i>From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.</i> 03/21/2017 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i> CATEGORY: Environment</p>
CA SB 264	<p>AUTHOR: Nguyen [R] TITLE: High-Occupancy Toll Lanes INTRODUCED: 02/08/2017 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: Amends an existing law which authorizes a regional transportation agency to apply to the Transportation Commission to develop and operate high-occupancy toll lanes or other toll facilities, and which defines regional transportation agency to include a county transportation commission. STATUS: 02/16/2017 To SENATE Committee on RULES. CATEGORY: Toll Lanes</p>
► CA SB 275	<p>AUTHOR: Portantino [D] TITLE: Surplus Residential Property: State Route 710 INTRODUCED: 02/09/2017 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee SUMMARY: Relates to ad valorem taxes on real property. Requires certain surplus residential property purchased at an affordable price to be assessed at its affordable price for property tax purposes. STATUS: 03/28/2017 <i>From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on GOVERNANCE AND FINANCE.</i> CATEGORY: Miscellaneous</p>

► CA SB 337	AUTHOR: Bates [R] TITLE: Repatriation Infrastructure Fund INTRODUCED: 02/13/2017 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee HEARING: 04/05/2017 9:30 am SUMMARY: <p>Requires the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States.</p> STATUS: 02/23/2017 To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING. CATEGORY: Funding
► CA SB 348	AUTHOR: Leyva [D] TITLE: County Voter Information Guide: Taxpayer Notice INTRODUCED: 02/14/2017 LAST AMEND: 03/20/2017 DISPOSITION: Pending LOCATION: Senate Elections and Constitutional Amendments Committee HEARING: 04/04/2017 1:30 pm SUMMARY: <p>Requires, <i>if a local special tax measure is presented to voters for approval</i>, an elections official to include in each county voter information guide a notice regarding the process for initiating a validation action challenging the levy of a special tax. Requires the notice to conform with certain formatting, print, and type requirements.</p> STATUS: 03/21/2017 <i>In SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS: Not heard.</i> CATEGORY: Government Accountability
CA SB 369	AUTHOR: Hertzberg [D] TITLE: Autonomous Vehicles INTRODUCED: 02/14/2017 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: <p>Relates to the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license. Specifies that a vehicle equipped with a collision avoidance system that is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task is not an autonomous vehicle.</p> STATUS: 02/23/2017 To SENATE Committee on TRANSPORTATION AND HOUSING. CATEGORY: Miscellaneous

► CA SB 371	<p>AUTHOR: Moorlach [R] TITLE: Local Public Employee Organizations INTRODUCED: 02/14/2017 DISPOSITION: Pending LOCATION: Senate Public Employment and Retirement Committee HEARING: 05/08/2017 SUMMARY: Prohibits an individual who will be covered by a memorandum of understanding between a local public agency and a recognized public employee organization from representing the public agency in negotiations with the recognized employee organization. STATUS: 02/23/2017 To SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Employment</p>
► CA SB 414	<p>AUTHOR: Vidak [R] TITLE: Transportation Bonds: Highway, Street, and Road Project INTRODUCED: 02/15/2017 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee HEARING: 04/04/2017 1:30 pm SUMMARY: Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation. Requires the net proceed of the bonds to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways. STATUS: 02/23/2017 To SENATE Committees on TRANSPORTATION AND HOUSING and GOVERNANCE AND FINANCE. CATEGORY: Funding, High-Speed Rail</p>
► CA SB 415	<p>AUTHOR: Vidak [R] TITLE: High-Speed Rail: Rights-of-Way INTRODUCED: 02/15/2017 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee HEARING: 04/04/2017 1:30 pm SUMMARY: Requires the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes if the authority has not begun construction n on the property or interest in the property within a specified period. STATUS: 02/23/2017 To SENATE Committee on TRANSPORTATION AND HOUSING. CATEGORY: High-Speed Rail</p>

► CA SB 418	AUTHOR:	Hernandez [D]
	TITLE:	Public Works: Public Subsidies
	INTRODUCED:	02/15/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Relates to existing law which requires that the general prevailing rate of per diem wages be paid to workers employed on public works projects. Provides that a public subsidy is de minimis if it is both less than a specified amount and percent.
	STATUS:	
	03/22/2017	From SENATE Committee on LABOR AND INDUSTRIAL RELATIONS: Do pass to Committee on APPROPRIATIONS.
	CATEGORY:	Public Works

CA SB 423	AUTHOR:	Cannella [R]
	TITLE:	Indemnity: Design Professionals
	INTRODUCED:	02/15/2017
	LAST AMEND:	03/21/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Judiciary Committee
	SUMMARY:	Amends an existing law which provides, with respect to certain contracts and amendments to contracts with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments that purport to require the professional to defend the agency under an indemnity agreement are unenforceable, except for certain cases. Makes such provisions applicable to all design professional services.
	STATUS:	
	03/29/2017	Re-referred to SENATE Committee on JUDICIARY.
	CATEGORY:	Government Accountability

► CA SB 450	AUTHOR:	Hertzberg [D]
	TITLE:	Public Bodies: Bonds: Public Notice
	INTRODUCED:	02/15/2017
	LAST AMEND:	03/22/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Governance and Finance Committee
	HEARING:	04/19/2017 9:30 am
	SUMMARY:	Requires the governing body of a public body to obtain and disclose specified information regarding the issuance of bonds, in a meeting open to the public. <i>Requires the information to be obtained as a good faith estimate from an underwriter, financial advisor, or private lender or from a third party borrower, as specified, if the public body issuing bonds is a conduit financing provider, as defined.</i>
	STATUS:	
	03/22/2017	From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.
	03/22/2017	In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.
	CATEGORY:	Government Accountability

CA SB 477	AUTHOR:	Cannella [R]
	TITLE:	Intercity rail corridors: extensions
	INTRODUCED:	02/16/2017
	LAST AMEND:	03/27/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	Provides that at any time after an interagency transfer agreement between the Department of Transportation and a joint powers board has been entered into, the amendment of the agreement may provide for the extension of an affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to be approved through a specified business plan.
	STATUS:	
	03/27/2017	From SENATE Committee on RULES with author's amendments.
	03/27/2017	In SENATE. Read second time and amended. Re-referred to Committee on RULES.
	CATEGORY:	Rail

► CA SB 498	AUTHOR:	Skinner [D]
	TITLE:	Vehicle Fleets: Electric Vehicles
	INTRODUCED:	02/16/2017
	LAST AMEND:	03/28/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	HEARING:	04/04/2017 1:30 pm
	SUMMARY:	Amends an existing law which provides for Clean Vehicle Rebates Project to promote the production and use of zero-emission vehicles and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to provide vouchers to help State fleets purchase hybrid and Zero-emission trucks and buses. Requires the State Air Resources Board, for the purposes of public and private sector vehicle fleets, to develop certain electric vehicle adoption targets.
	STATUS:	
	03/28/2017	From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
	03/28/2017	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
	CATEGORY:	Transit

► CA SB 571	AUTHOR:	Pan [D]
	TITLE:	Public Employee Retirement Plans: Enrollment
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	Senate Public Employment and Retirement Committee
	SUMMARY:	Authorizes a public employer participating in an employee supplemental retirement savings plan to make a deduction from the wages of an employee for contributions for automatic enrollment and automatic escalation. Requires public employers to provide various investment options for employee supplemental retirement savings plans. Prohibits certain practices related to public employee retirement plans.
	STATUS:	
	03/02/2017	To SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Employment

► CA SB 603	AUTHOR:	Glazer [D]
	TITLE:	San Francisco Bay Area Rapid Transit District
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Public Employment and Retirement Committee</i>
	HEARING:	04/24/2017
	SUMMARY:	
	Prohibits the San Francisco Bay Area Rapid Transit District from entering into an agreement that would limit its ability to prepare for a work stoppage or operate during a work stoppage.	
	STATUS:	
	03/02/2017	To SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Transit

► CA SB 604	AUTHOR:	Glazer [D]
	TITLE:	San Francisco Bay Area Rapid Transit District
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Public Employment and Retirement Committee</i>
	HEARING:	04/24/2017
	SUMMARY:	
	Prohibits employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains all provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previously written labor contract. Provides for certain employee dismissals.	
	STATUS:	
	03/02/2017	To SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Transit

► CA SB 614	AUTHOR:	Hertzberg [D]
	TITLE:	Public Transportation Agencies: Penalties
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Transportation and Housing Committee</i>
	SUMMARY:	
	Relates the administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Requires the penalties to be deposited with the public transportation agency that issued the citation.	
	STATUS:	
	03/02/2017	To SENATE Committee on TRANSPORTATION AND HOUSING.
	CATEGORY:	Transit

► CA SB 671	AUTHOR: Moorlach [R] TITLE: County Employees' Retirement: Retirement Funds INTRODUCED: 02/17/2017 LAST AMEND: 03/28/2017 DISPOSITION: Pending LOCATION: Senate Public Employment and Retirement Committee HEARING: 05/08/2017 SUMMARY: Amends the County Employees Retirement Law. Applies the transfer timing and amount adjustment requirement, currently applicable to transfers for contributions remaining after partial advance payments, to all transfers to the retirement fund. STATUS: 03/28/2017 From SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT with author's amendments. 03/28/2017 In SENATE. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT. Employment CATEGORY: Employment
► CA SB 672	AUTHOR: Fuller [R] TITLE: Traffic Actuated Signals: Motorcycles and Bicycles INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Extends requirements that, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, the signal be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway. STATUS: 03/09/2017 To SENATE Committee on TRANSPORTATION AND HOUSING. CATEGORY: Planning
► CA SB 686	AUTHOR: Wilk [R] TITLE: Public Contracts: Claims Resolution INTRODUCED: 02/17/2017 DISPOSITION: Pending LOCATION: Senate Judiciary Committee SUMMARY: Requires a public entity to conduct a meet and confer conference within a specific period for the settlement of disputes. STATUS: 03/09/2017 To SENATE Committee on JUDICIARY. CATEGORY: Public Works

► CA SB 697	AUTHOR:	Stone [R]
	TITLE:	Land Use: Development Fees
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Governance and Finance Committee</i>
	HEARING:	04/19/2017 9:30 am
	SUMMARY:	Prohibits a local agency from collecting established fees, and from imposing new fees, related to construction until certain requirements have been met.
	STATUS:	
	03/09/2017	To SENATE Committee on GOVERNANCE AND FINANCE.
	CATEGORY:	Planning

► CA SB 711	AUTHOR:	Hill [D]
	TITLE:	Infrastructure Finance
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Governance and Finance Committee</i>
	HEARING:	04/19/2017 9:30 am
	SUMMARY:	Establishes in state government the Local-State Sustainable Investment Incentive Program. Authorizes cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program. Provides for policies and procedures and Educational Revenue Augmentation Fund contributions for application materials and related analysis.
	STATUS:	
	03/09/2017	To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.
	CATEGORY:	Funding

► CA SB 712	AUTHOR:	Anderson [R]
	TITLE:	Vehicles: License Plate Covers
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Transportation and Housing Committee</i>
	SUMMARY:	Amends existing law which generally prohibits the use of a covering on vehicle license plates except as specified. Provides for exceptions related to the installation of a partial cover.
	STATUS:	
	03/09/2017	To SENATE Committee on TRANSPORTATION AND HOUSING.
	CATEGORY:	Toll Lanes

► CA SB 732	AUTHOR:	Stern [D]
	TITLE:	<i>General Plan: Open Space Element: Agricultural Land</i>
	INTRODUCED:	02/17/2017
	LAST AMEND:	03/29/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Transportation and Housing Committee</i>
	SUMMARY:	<i>Authorizes a city and county to develop an agricultural land component of the open space element. Establishes requirements for development of this component. Authorizes the Department of Conservation to award grants to a city or county to implement this component. Requires drafts to be submitted before adopting or amending the open space element.</i>
	STATUS:	
	03/29/2017	<i>From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</i>
	03/29/2017	<i>In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</i>
	CATEGORY:	Funding

► CA SB 748	AUTHOR:	Glazer [D]
	TITLE:	Public Contracts
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Governmental Organization Committee</i>
	SUMMARY:	<i>Amends an existing law which requires a state agency or department to follow specified rules regarding the negotiation of fees and execution of contracts for professional consulting services of a private architectural, engineering, land surveying, environmental, or construction project management firm. Requires certain negotiations to begin within a specified time period.</i>
	STATUS:	
	03/09/2017	<i>To SENATE Committee on GOVERNMENTAL ORGANIZATION.</i>
	CATEGORY:	Public Works

► CA SB 760	AUTHOR:	Wiener [D]
	TITLE:	Transportation Funding: Active Transportation:
	INTRODUCED:	02/17/2017
	DISPOSITION:	Pending
	LOCATION:	<i>Senate Transportation and Housing Committee</i>
	SUMMARY:	<i>Establishes a Division of Active Transportation. Requires the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. Requires the asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users.</i>
	STATUS:	
	03/09/2017	<i>To SENATE Committee on TRANSPORTATION AND HOUSING.</i>
	CATEGORY:	Active Transportation

► CA SB 771	<p>AUTHOR: de Leon [D]</p> <p>TITLE: California Environmental Quality Act</p> <p>INTRODUCED: 02/17/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Relates to The California Environmental Quality Act. Establishes a continuing education requirement for employees of public agencies who have responsibility for overseeing compliance.</p> <p>STATUS: 03/29/2017 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS.</i></p> <p>CATEGORY: Environment</p>
► CA SCA 2	<p>AUTHOR: Newman [D]</p> <p>TITLE: Motor Vehicle Fees and Tax: Restriction on Expenditures</p> <p>INTRODUCED: 01/18/2017</p> <p>LAST AMEND: 03/30/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>HEARING: 04/03/2017 10:00 am</p> <p>SUMMARY: <i>Requires revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes. Requires those revenues to be deposited in the Public Transportation Account.</i></p> <p>STATUS: 04/03/2017 <i>From SENATE Committee on APPROPRIATIONS: Be adopted.</i></p> <p>CATEGORY: Funding</p>
► CA SCA 6	<p>AUTHOR: Wiener [D]</p> <p>TITLE: Local Transportation Measure: Special Taxes</p> <p>INTRODUCED: 02/13/2017</p> <p>LAST AMEND: 03/29/2017</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>HEARING: 04/05/2017 9:30 am</p> <p>SUMMARY: Requires that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by a certain percentage of the voters voting on the proposition.</p> <p>STATUS: 03/29/2017 <i>From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.</i></p> <p>03/29/2017 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</i></p> <p>CATEGORY: Funding</p>

► CA SCA 10	AUTHOR: Moorlach [R]
	TITLE: Public Employee Retirement Benefits
	INTRODUCED: 02/17/2017
	DISPOSITION: Pending
	LOCATION: <i>Senate Public Employment and Retirement Committee</i>
	SUMMARY: Prohibits a government employer from providing public employees any retirement benefit increase until it is approved by a vote of the electorate of the applicable jurisdiction and that vote is certified. Defines retirement benefit to mean any postemployment benefit and a benefit increase as any change that increases the value of an employee's retirement benefit. Defines government employer to include the state and its subdivisions, cities, counties, school districts special districts and universities.
	STATUS: 03/02/2017 <i>To SENATE Committees on PUBLIC EMPLOYMENT AND RETIREMENT and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.</i>
	CATEGORY: Employment



COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: Laurena Weiner *AW*, Clerk of the Board
Subject: Federal State Legislative Status Report

Legislative and Communications Committee Meeting of April 20, 2017

Present: Directors Bartlett, Delgleize, Murray, Shaw, and Winterbottom
Absent: Directors Davies, Hennessey, and Nelson

Committee Vote

Due to lack of quorum, no action was taken on this receive and file information item.

Staff Recommendation

Receive and file as an informational item.



April 20, 2017

To: Legislative and Communications Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

An overview is provided of the President's proposed budget outline for Federal Fiscal Year 2018 and the status of Federal Fiscal Year 2017 appropriations.

Recommendation

Receive and file as an informational item.

Discussion

Presidential Budget Outline for Federal Fiscal Year 2018

On March 16, 2018, the President released an outline of his Federal Fiscal Year (FFY) 2018 budget proposal, otherwise known as the "skinny budget." This is only the first step in the budget process, with expectations that the President will release his full FFY 2018 budget proposal in early May. The President's initial budget outline proposes cuts across most federal agencies, while also proposing an increase of \$54 billion in defense spending. In order to allow for the increase in defense spending, the budget outline provides for cuts in the discretionary budget of most federal agencies, with the Environmental Protection Agency and State Department receiving the largest cuts, at 31 percent and 29 percent respectively. For transportation, the budget outline recommends a 13 percent cut to the Department of Transportation, solely from existing discretionary programs. This does not include mandatory programs funded by the Highway Trust Fund. The mandatory programs, which include highway and transit formula funds, Transportation Infrastructure Finance and Innovation Act, and Fostering Advancement in Shipping and Transportation for the Long-Term Achievement of National Efficiencies goods movement grant program, are subject to Congressional actions to determine funding levels in their annual budget resolutions.

With the President's limitation to only recommend federal agency funding levels, the proposal provides for the following:

- Limits the Federal Transit' Administration's Capital Investment Grant (CIG) Program to projects with existing full funding grant agreements (FFGA), with future projects to be funded by localities that benefit from the projects. The CIG program includes New Starts projects, as well as Core Capacity projects and Small Starts projects.
- Eliminates the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.
- Privatizes the air traffic control function of the Federal Aviation Administration.
- Terminates federal funding for Amtrak long-distance train services to allow for focus on state-supported and Northeast Corridor services.

The President's budget outline for the Department of Transportation is included as Attachment A.

It is not expected that the President's outline will gain traction with Congress, similar to past Presidential budget proposals, with many of these programs enjoying bi-partisan support. Already strong opposition has been asserted by members of Congress to various proposals contained in the budget, including that related to the CIG and New Starts funding. Letters were sent by bi-partisan members of Congress in the House and Senate urging their respective Appropriations Committee members not to cut CIG funding (Attachments B and C). Signatories to these letters included Congressman Alan Lowenthal (D-CA), Congressman J. Luis Correa (D-CA), Senator Diane Feinstein (D-CA), and Senator Kamala Harris (D-CA). It will ultimately be up to Congress to determine overall funding levels in their budget resolutions for FFY 18, and then to appropriate the funding through the annual appropriations bills.

It has also been pointed out that the proposed cuts to the transportation capital programs are inconsistent with the President's goal of developing a \$1 trillion infrastructure investment program. Also complicating the picture are the Budget Control Act spending caps, which require overall caps on defense spending and non-defense spending to not exceed their respective caps without invoking sequestration. Thus, the \$54 billion in increased defense spending and the simultaneous cuts to non-defense spending cannot happen unless Congress acts to revise the respective caps.

Congressional appropriations actions for FFY 17 and FFY 18 will, therefore, likely determine the fate of programs such as the CIG and TIGER. Already projects like the OC Streetcar were proposed for CIG New Starts funding in the FFY 17 President's budget, and funding is included in the proposed FFY 17 Appropriations bills.

Recently, discussion has also occurred on a potential infrastructure investment package being released by the White House in May. It is still unclear where the funding for a package will come from, or what the scope of the package might be. Statements from the Administration indicate that the package will not be solely focused on private financing, and that the package will also look towards process reforms to allow for expedited project delivery. There is the potential that such proposal will provide pressure to accomplish other goals, including a tax reform package.

Federal Fiscal Year 2017 Appropriations

In December 2016, Congress passed and the President signed into law a continuing resolution (CR) to appropriate funding for all departments of the federal government until April 28, 2017. Without a new appropriations bill for FFY 2017, federal government agencies are still operating under FFY 2016 funding levels, which were implemented previous to the increased funding levels authorized under the Fixing America's Surface Transportation Act.

Shortly after the President's FFY 2018 budget outline was released, the President also released a proposal to cut \$17.9 billion in spending for FFY 2017 to offset proposed increases for defense and border security. Among the proposed cuts were the complete elimination of TIGER and limiting CIF funding to projects with an existing FFGA. With negotiations over the transportation appropriations largely complete, these proposals did not appear to receive traction from members of the House and Senate Appropriations Committees. Instead, it is expected that Congress will take action on several appropriations bills by the end of the existing CR on April 28, 2017, or seek a limited extension to allow for a vote to take place.

Summary

An overview is provided of the President's 2018 budget outline. An update is provided on the Fiscal Year 2017 appropriations process. The March monthly activity report from OCTA's Washington advocate, Potomac Partners DC, is provided as Attachment D.

- A. President's 2018 Budget Outline: Department of Transportation
- B. Letter from Congressional Representatives to House Appropriations Subcommittee on Transportation, Housing and Urban Development on Capital Investment Grant Program, Dated April 4, 2017
- C. Letter from Congressional Representatives to Senate Appropriations Subcommittee on Transportation, Housing and Urban Development on Capital Investment Grant Program, Dated April 6, 2017
- D. Potomac Partners DC, Monthly Legislative Report, March 2017

Prepared by:

Kristin Essner
Manager, State and Federal Relations
External Affairs
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Approved by:

Lance M. Larson
Executive Director,
External Affairs
(714) 560-5908



DEPARTMENT OF TRANSPORTATION

The Department of Transportation (DOT) is responsible for ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people today, and into the future. The Budget request reflects a streamlined DOT that is focused on performing vital Federal safety oversight functions and investing in nationally and regionally significant transportation infrastructure projects. The Budget reduces or eliminates programs that are either inefficient, duplicative of other Federal efforts, or that involve activities that are better delivered by States, localities, or the private sector.

The President's 2018 Budget requests \$16.2 billion for DOT's discretionary budget, a \$2.4 billion or 13 percent decrease from the 2017 annualized CR level.

The President's 2018 Budget:

- Initiates a multi-year reauthorization proposal to shift the air traffic control function of the Federal Aviation Administration to an independent, non-governmental organization, making the system more efficient and innovative while maintaining safety. This would benefit the flying public and taxpayers overall.
- Restructures and reduces Federal subsidies to Amtrak to focus resources on the parts of the passenger rail system that provide meaningful transportation options within regions. The Budget terminates Federal support for Amtrak's long distance train services, which have long been inefficient and incur the vast majority of Amtrak's operating losses. This would allow Amtrak to focus on better managing its State-supported and Northeast Corridor train services.
- Limits funding for the Federal Transit Administration's Capital Investment Program (New Starts) to projects with existing full funding grant agreements only. Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects.
- Eliminates funding for the Essential Air Service (EAS) program, which was originally conceived of as a temporary program nearly 40 years ago to provide subsidized commercial air service to rural airports. EAS flights are not full and have high subsidy costs per passenger. Several EAS-eligible communities are relatively close to major airports, and communities that have EAS could be served by other existing modes of transportation. This proposal would result in a discretionary savings of \$175 million from the 2017 annualized CR level.

- Eliminates funding for the unauthorized TIGER discretionary grant program, which awards grants to projects that are generally eligible for funding under existing surface transportation formula programs, saving \$499 million from the 2017 annualized CR level. Further, DOT's Nationally Significant Freight and Highway Projects grant program, authorized by the FAST Act of 2015, supports larger highway and multimodal freight projects with demonstrable national or regional benefits. This grant program is authorized at an annual average of \$900 million through 2020.

Congress of the United States
Washington, DC 20515

April 4, 2017

The Honorable Mario Diaz-Balart
Chairman
Subcommittee on Transportation,
Housing and Urban Development
House Committee on Appropriations
2358 Rayburn House Office Building
Washington, DC 20515

The Honorable David Price
Ranking Minority Member
Subcommittee on Transportation,
Housing and Urban Development
House Committee on Appropriations
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairman Diaz-Balart and Ranking Member Price:

As you prepare the Transportation-HUD appropriations bill for Fiscal Year 2018 (FY18), we write to respectfully request funding for the Federal Transit Administration's (FTA) Capital Investment Grant Program (CIG), commonly known as New Starts, Small Starts, and Core Capacity, at a level of \$2.3 billion, the level authorized in the Fixing America's Surface Transportation (FAST) Act. We also request that you continue to support the 55 projects in the current CIG pipeline.

The CIG program is critical to communities with transit investments that either already constructed or planned—generating regional economic benefits, attracting businesses to the project corridor, connecting workers to their employers, and relieving freight congestion chokepoints. The benefits of a project extend well beyond the project corridor: nearly 73 percent of the funds from the CIG program flow directly to the private sector via manufacturers, suppliers, and service firms located in nearly every congressional district in the United States.

Before a project is recommended to Congress by the FTA for CIG funding, it is subject to an extensive and rigorous review. We urge you to respect that process and give direction to the FTA to continue to rate, evaluate, and recommend projects for funding that are already in the pipeline.

It is critical to fund the CIG program at no less than the FAST Act funding levels. Local taxpayers have stepped up to bear an increasing share and burden of the cost of capital construction, with nearly 55% of the capital monies and all of the operating monies coming from non-federal funding sources. Further, there are many communities across the country that either recently approved, plan on seeking voter approval in the near future, or will soon have dedicated revenues

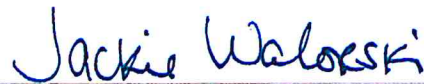
available to fund expansion of transit systems. The voters in each of these regions rely on the assumption that the federal government will be a strong partner by providing matching capital funds.

We therefore urge you to fund the CIG program at \$2.3 billion in FY18 and continue to support projects in the CIG pipeline.

Sincerely,



Earl Blumenauer
Member of Congress



Jackie Walorski
Member of Congress



Mark DeSaulnier
Member of Congress



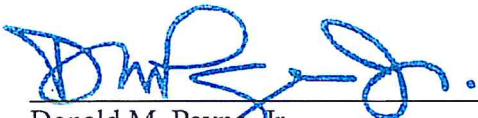
Glenn 'GT' Thompson
Member of Congress



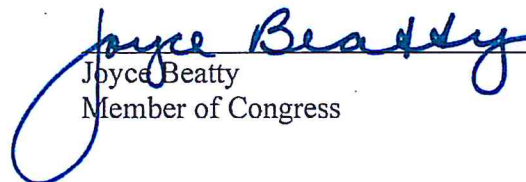
Alan Lowenthal
Member of Congress



Tom O'Halleran
Member of Congress



Donald M. Payne, Jr.
Member of Congress




Joyce Beatty
Member of Congress



Scott R. Tipton
Member of Congress



Alma Adams
Member of Congress



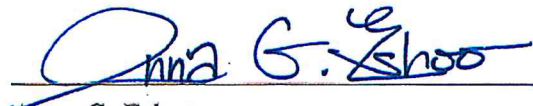
David Scott
Member of Congress



Thomas R. Suozzi
Member of Congress



Mike Thompson
Member of Congress



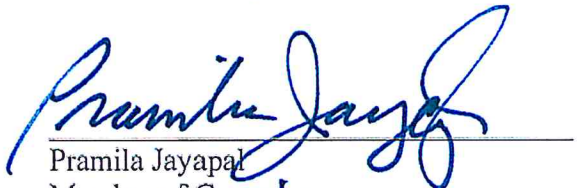
Anna G. Eshoo
Member of Congress



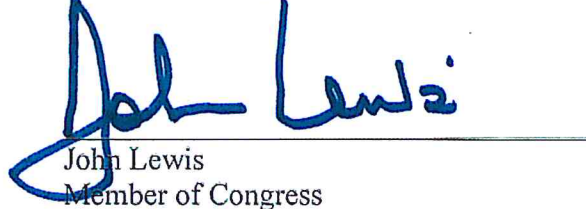
Ruben J. Kihuen
Member of Congress




Will Hurd
Member of Congress



Pramila Jayapal
Member of Congress



John Lewis
Member of Congress



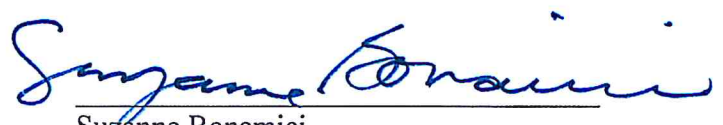
Colleen Hanabusa
Member of Congress



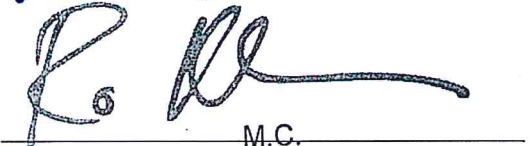
Denny Heck
Member of Congress



Jamie Raskin
Member of Congress



Suzanne Bonamici
Member of Congress



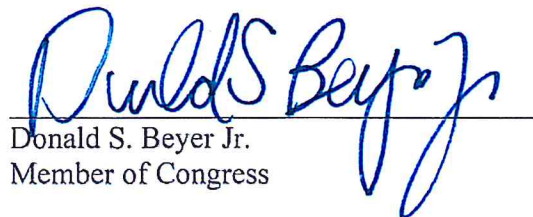
Ro Khanna
Member of Congress



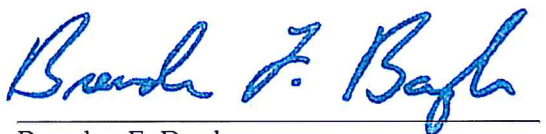
Joe Crowley
Member of Congress



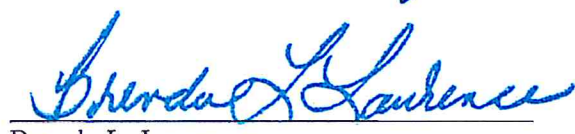
J. Luis Correa
Member of Congress



Donald S. Beyer Jr.
Member of Congress



Brendan F. Boyle
Member of Congress



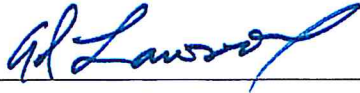
Brenda L. Lawrence
Member of Congress



Ruben Gallego
Member of Congress



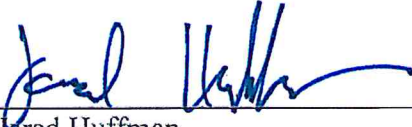
Beto O'Rourke
Member of Congress



Al Lawson, Jr.
Member of Congress



Zoe Lofgren
Member of Congress



Jared Huffman
Member of Congress




Michael E. Capuano
Member of Congress



Mark Pocan
Member of Congress



Ami Bera, M.D.
Member of Congress



Bradley S. Schneider
Member of Congress




Anthony Brown
Member of Congress



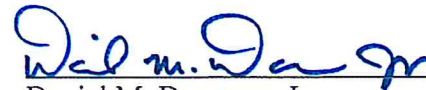
Mark Takano
Member of Congress



Kathleen M. Rice
Member of Congress



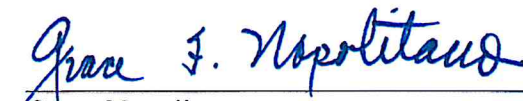
Marc Veasey
Member of Congress



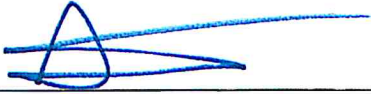
Daniel M. Donovan, Jr.
Member of Congress



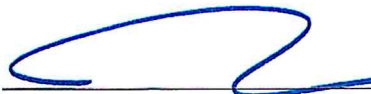
Hakeem Jeffries
Member of Congress



Grace Napolitano
Member of Congress



Adriano Espaillat
Member of Congress



John K. Delaney
Member of Congress



Kyrsten Sinema
Member of Congress



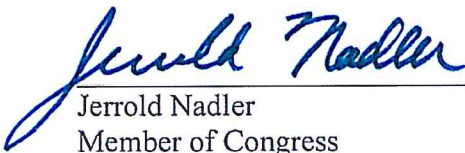
Kathy Castor
Member of Congress



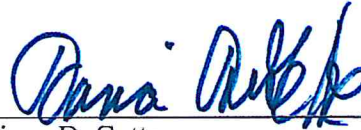
Yvette D. Clarke
Member of Congress



James R. Langevin
Member of Congress



Jerrold Nadler
Member of Congress



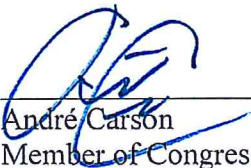
Diana DeGette
Member of Congress



Rick Larsen
Member of Congress



Peter A. DeFazio
Member of Congress



André Carson
Member of Congress



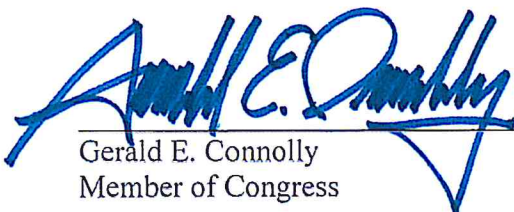
Eleanor Holmes Norton
Member of Congress



Danny K. Davis
Member of Congress



Elijah E. Cummings
Member of Congress

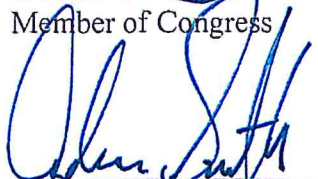


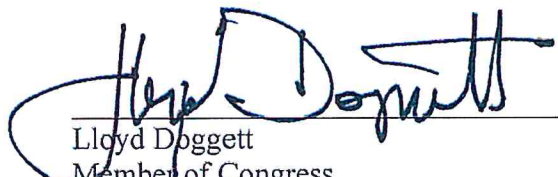
Gerald E. Connolly
Member of Congress



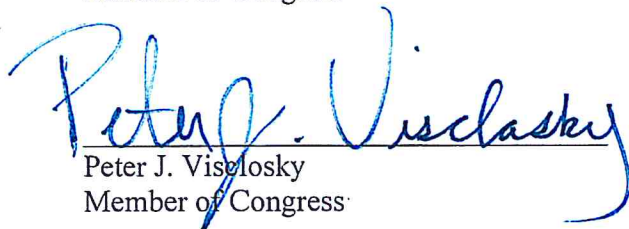
David N. Cicilline
Member of Congress


Owen Moore
Member of Congress


Adam Smith
Member of Congress


Lloyd Doggett
Member of Congress


Doris Matsui
Member of Congress



Peter J. Visclosky
Member of Congress


Albio Sires
Member of Congress



Bill Keating
Member of Congress

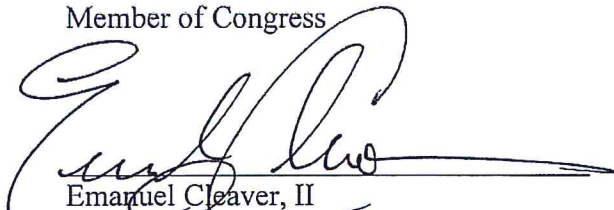

Jan Schakowsky
Member of Congress


Keith Ellison
Member of Congress


Barbara Lee
Member of Congress


Carolyn B. Maloney
Member of Congress


Tim Walz
Member of Congress


Emanuel Cleaver, II
Member of Congress



Dan Lipinski
Member of Congress



Richard M. Nolan
Member of Congress

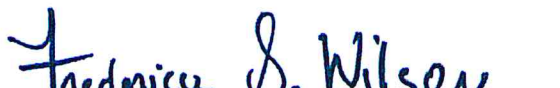

Bill Pascrell, Jr.
Member of Congress



Wm. Lacy Clay
Member of Congress



John Garamendi
Member of Congress


Suzan DelBene
Member of Congress



Eric Swalwell
Member of Congress



Frederica S. Wilson
Member of Congress


Brian Higgins
Member of Congress


Dina Titus
Member of Congress


Jackie Speier
Member of Congress


Eddie Bernice Johnson
Member of Congress


John P. Sarbanes
Member of Congress


C.A. Dutch Ruppersberger
Member of Congress



Gene Green
Member of Congress


John Yarmuth
Member of Congress


Scott Peters
Member of Congress


Raúl M. Grijalva
Member of Congress


Jimmy Panetta
Member of Congress


Bill Foster
Member of Congress

United States Senate

WASHINGTON, DC 20510

April 6, 2017

The Honorable Susan Collins
Chairman
Subcommittee on Transportation, Housing
& Urban Development
Senate Appropriations Committee
184 Dirksen Building
Washington, DC 20510

The Honorable Jack Reed
Ranking Member
Subcommittee on Transportation, Housing
& Urban Development
Senate Appropriations Committee
125 Hart Building
Washington, DC 20510

Dear Chairman Collins and Ranking Member Reed:

As the Subcommittee begins crafting the Fiscal Year 2018 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill, we encourage you to support critical investments in public transportation around the country through robust funding of the Federal Transit Administration's Capital Investment Grant (CIG) program. We were disappointed to see the elimination of future funding for this vital program in the Fiscal Year 2018 Budget Blueprint, contradicting Congress' recent bipartisan commitment to the CIG program in the Fixing America's Surface Transportation (FAST) Act, which authorized \$2.3 billion annually for CIG grants through Fiscal Year 2020.

America's population is growing, presenting major transportation challenges for communities across the nation. More people, vehicles, and freight crowding our roads translates to increased costs and delays for commuters and businesses alike. From 2002 to 2012, delay times experienced by travelers worsened by nearly 20 percent. Congestion now wastes 6.7 billion hours and three billion gallons of fuel nationwide at a cost of \$154.2 billion per year.

A critical tool for combatting congestion is federal investment in public transportation. And with transit ridership in the United States at its highest level in five decades, federal funding for transit through the CIG program is more important than ever. The CIG program, through its New Starts, Small Starts, and Core Capacity grants, allows communities to compete for funding to build and improve subway, commuter rail, light rail, bus rapid transit, streetcar, and ferry projects that move people more efficiently, improve quality of life, and increase economic growth and sustainability.

The significant benefits of investment in the CIG program to both large cities and growing communities across the country cannot be overstated. According to the U.S. Department of Transportation, every \$1 billion of federal investment in public transportation supports approximately 13,000 jobs and an estimated \$3.5 billion in economic activity. Nearly 90 percent of public transportation trips directly benefit the economy, increasing access for tens of millions of riders each day to jobs, education, healthcare, social services, and local businesses. Public transit investments save four billion gallons of gasoline, prevent 37 million metric tons of carbon dioxide emissions, and save travelers 646 million hours of commute time per year. Federal investment in transit also leads to increased economic development in the areas surrounding transit stations, increasing property values of nearby homes and businesses by as much as 130 percent.

Our local communities are strongly committed to investing in transit. In fact, Federal support through the CIG program provides only 45 percent of the costs of the average project. Yet, the need for increased federal investment in transit is evident in the number of cities and transit projects competing for CIG funding each year. There are nearly 60 projects in the current CIG program pipeline in 19 states, and requests to participate in the CIG program far exceed the program's current funding levels. Robust funding is needed to meet that demand and uphold the commitment made to communities across the United States in the FAST Act by bipartisan majorities in the United States Senate and United States House of Representatives.

Thank you for your support for this vital program, which helps communities around the country expand public transportation options to increase connectivity, reduce congestion, and boost economic growth.

Sincerely,


Senator Richard J. Durbin


Senator Dianne Feinstein



Senator Patty Murray


Senator Brian Schatz


Senator Tommy Baldwin


Senator Richard Blumenthal


Senator Cory A. Booker


Senator Sherrod Brown


Senator Maria Cantwell


Senator Benjamin L. Cardin


Senator Thomas R. Carper

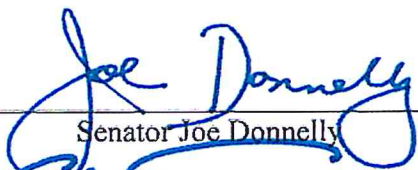

Senator Robert P. Casey, Jr.




Senator Christopher A. Coons



Senator Catherine Cortez Masto



Senator Joe Donnelly



Senator Tammy Duckworth



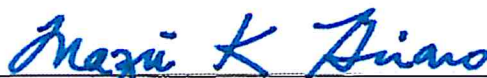
Senator Al Franken



Senator Kirsten Gillibrand



Senator Kamala D. Harris



Senator Mazie K. Hirono



Senator Tim Kaine



Senator Amy Klobuchar



Senator Edward J. Markey



Senator Robert Menendez



Senator Jeff Merkley



Senator Bill Nelson



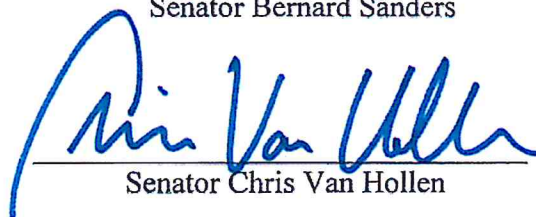
Senator Gary C. Peters



Senator Bernard Sanders



Senator Debbie Stabenow



Senator Chris Van Hollen

Mark R Warner

Senator Mark R. Warner

Elizabeth Warren

Senator Elizabeth Warren

Ron Wyden

Senator Ron Wyden



Potomac Partners DC

Monthly Legislative Report – March 2017

Last month the new Department of Transportation (DOT) Secretary Elaine Chao deferred the decision to execute the pending \$647 million Full Funding Grant Agreement (FFGA) for the controversial Peninsula Corridor Electrification Project (PCEP) until the Administration develops the President's Fiscal Year (FY) 2018 Budget. Some House Republicans to include Chairman Denham (R-CA) had opposed this project because of its connection to high-speed rail. The previous FTA Administrator had approved the FFGA at the end of the Obama Administration, but the project still needed signoff from the DOT Secretary. A month later on March 16th President Trump's Office of Management and Budget released a 62-page Fiscal Year (FY) 2018 budget blueprint in which the OMB proposed a major reduction of the CIG program and stated the DOT would continue to defer any new FFGAs such as the CalTrain electrification project that did not have a signed FFGA. According to many Members of Congress, the OMB was the primary driving force in this budget blueprint, and many items cuts to the authorized CIG program are not likely going to be included in the final FY 18 budget that we expect to see later in the year. Nevertheless, we immediately went to work meeting with Members of the House and Senate to urge support for the Capital Investment Grant (CIG) program in order to ensure funding for the OC Street Car. The OC Street Car was included in President Obama's FY17 budget request and was expected to receive a FFGA in FY 2017 along with funding in the FY 17 appropriations process. We met with most of California's congressional delegation and key appropriators throughout the month to discuss the CIG program and the OC Street Car. Some of the offices we met with on this specific issue include:

- **Congressman Alan Lowenthal (D-CA)** – *House Transportation and Infrastructure Committee (T&I)*
- **Congressman Darrell Issa (R-CA)** – *Delegation Member*
- **Congressman Ed Royce (R-CA)** – *Delegation Member*
- **Congressman Doug LaMalfa (R-CA)** – *House T&I Committee*
- **Congressman Paul Cook (R-CA)** – *Delegation Member*
- **Congressman Mark DeSaulnier (D-CA)** – *House Oversight and Government Reform (OGR) Committee, Subcommittee on Transportation and Public Assets*
- **Congressman Jeff Denham (R-CA)** – *Chairman of House Railroads, Pipelines, and Hazardous Materials Subcommittee*
- **Congressman Kevin McCarthy (R-CA)** – *House Majority Leader*
- **Congressman Steve Knight (R-CA)** – *California Delegation*
- **Congressman Pete Aguilar (D-CA)** – *Delegation Member, Transportation, Housing, and Urban Development (THUD) Appropriations Subcommittee*
- **Congresswoman Grace Napolitano (D-CA)** – *House T&I Committee*
- **Congresswoman Judy Chu (D-CA)** – *Ways and Means Committee*
- **Congresswoman Norma Torres (D-CA)** – *California Delegation*

- **Congresswoman Linda Sanchez (D-CA)** – *Delegation Member, House Ways and Means*
- **Congresswoman Nanette Barragan (D-CA)** – *Freshman, California Delegation*
- **Congressman Lou Correa (D-CA)** – *Freshman, Orange County Delegation*
- **Congressman Mark Takano (D-CA)** – *California Delegation*
- **Congresswoman Mimi Walters (R-CA)** – *Orange County Delegation*
- **Senator Dianne Feinstein (D-CA)** – *Senate Appropriations*
- **Senator Kamala Harris (D-CA)** – *Senate Budget Committee*
- **Congressman Bill Shuster (R-PA)** – *Chairman of the House T&I Committee*
- **Congressman Sam Graves (R-MO)** – *Chairman of Subcommittee on Highways and Transit*
- **Congressman Ken Calvert (R-CA)** – *Chairman of House Interior Appropriations Subcommittee*
- **Congressman Mario Diaz-Balart (R-FL)** – *Chairman of THUD Appropriations Subcommittee*
- **Congressman Mike Simpson (R-ID)** – *Chairman of Energy and Water Development Appropriations Subcommittee*
- **Congressman David Valadao (R-CA)** – *California Delegation, THUD Appropriations*
- **Congressman Adam Schiff (D-CA)** – *California Delegation, Ex-Officio Appropriations Ranking Member*
- **Congresswoman Debbie Wasserman-Shultz (D-FL)** – *House Appropriations Committee*
- **Congresswoman Julia Brownley (D-CA)** – *California Delegation*
- **Congressman Duncan Hunter (R-CA)** – *Chairman of the Coast Guard and Maritime Transportation Subcommittee*
- **Congressman Lou Barletta (R-PA)** – *House T&I Committee*
- **Congressman Frank LoBiondo (R-NJ)** – *Chairman of the Aviation Subcommittee*

Other meetings throughout the month regarding the FFGA for the OC Street Car and other OCTA priorities are included below.

March Advocacy Meetings

Congressman Bill Shuster – We met with Chairman Bill Shuster and his senior staff to discuss the Capital Investment Grant Program (Small/New Starts). We discussed how funding for the OC street car was included in President Obama's FY17 budget request. We also discussed the County's Transportation Infrastructure Finance and Innovation Act (TIFIA) application for the I-405 interstate improvement project.

Congresswoman Mimi Walters – We met with the office of Congresswoman Walters to discuss funding for the OC street car. We also discussed support for the County's TIFIA loan application at the Department of Transportation (DOT). We discussed how the loan

would help finance one of the largest highway projects in Orange County and the need for an expedited review to meet the groundbreaking date in 2017.

Congressman Darrell Issa – We met with the office of Congressman Darrell Issa to discuss support for the CIG program and funding for the OC streetcar. We discussed funding that was included in President Obama's FY17 budget request. We also discussed the TIFIA loan application to improve the I-405 interstate and the need for an expedited decision at the DOT.

Congressman Ed Royce – We met with Congressman Royce to discuss the OC street car and support for the CIG program. We discussed the OC Street Car's FFGA, and funding in the FY17 THUD appropriations bill. We also spoke about the TIFIA loan currently in the final stages at DOT and the need for expedited review.

Congresswoman Linda Sanchez – We met with the office of Congresswoman Linda Sanchez to discuss support for the CIG program and OC Street Car funding. We discussed the expected FFGA for the project in FY17 and gave an update on the project's timeline. We also discussed the I-405 highway improvement project, soon to break ground, and the need for a timely decision regarding the county's TIFIA loan application.

Congressman Alan Lowenthal – We met with the office of Congressman Lowenthal to discuss the CIG program and the OC street car. We also discussed the I-405 expansion project and the County's pending TIFIA loan application under the final stages of review at DOT. We discussed the need for an expeditious decision as the project nears initial ground breaking dates. We also discussed new infrastructure legislation and the inclusion of OC transportation projects.

Congressman Dana Rohrabacher – We met with the office of Congressman Rohrabacher to discuss the OC street car and the CIG program. We discussed support for Congressionally approved funding for the OC street car. We also discussed the I-405 highway improvement project and support for the pending TIFIA loan, in the final stages of review at DOT.

Congressman Lou Correa – We met with the office of Congressman Rohrabacher to discuss the OC street car and the CIG program. We discussed support for Congressionally approved funding for the OC street car. We also discussed the I-405 highway improvement project and support for the pending TIFIA loan, in the final stages of review at DOT.

Congressman Sam Graves – We met with Congressman Graves, Chairman of the Highways and Transit Subcommittee, to discuss the I-405 highway improvement project, which would expand and increase capacity of the busiest highway in the nation. We discussed the pending TIFIA loan for the project and the need for a timely decision from the DOT as the project nears the initial groundbreaking date. We also discussed support for the CIG program, specifically funding for the OC street car, which was slated for approval by the last administration and in the FY17 THUD appropriations bill.

Congressman Ken Calvert – We met with Congressman Calvert to discuss the OC street car and the benefits it would bring to the region in reducing congestion, improving air quality, and increasing multi-modal capabilities. We also discussed support for the I-405 highway improvement project and the TIFIA loan application.

Congressman Mario Diaz-Balart – We met with Congressman Diaz-Balart to discuss the FY17 and 18 appropriations process. We discussed funding for the OC street car, which was included in the FY17 THUD appropriations bill, and support for the CIG program. We discussed support for the I-405 project's TIFIA application and for a timely decision from DOT on the application's status. We also discussed financing options for transportation and infrastructure projects in the upcoming infrastructure package expected to begin discussion later this year.

Congressman Jeff Denham – We met with the office of Congressman Denham to discuss the OC street car and the CIG program. We discussed support for the OC street car. We also discussed support for the I-405 highway improvement project and the TIFIA loan process.

Senator Kamala Harris – We met with the office of Congressman Rohrabacher to discuss the OC street car and the CIG program. We discussed support for Congressionally approved funding for the OC street car. We also discussed the I-405 highway improvement project and support for the pending TIFIA loan. We discussed the need for transportation financing programs, like TIFIA, to perform major improvements to highways like the I-405, the busiest stretch of highway in the nation.

Senator Dianne Feinstein – We met with Senator Feinstein's staff to discuss our FY17 appropriations request for the OC Street Car. We are looking at working with Senator Feinstein to support CIG in FY17 and 18 appropriations process. We discussed how the OC street car received \$125 million in funding in President Obama's budget request.

House Transportation and Infrastructure Committee, Majority Staff – We met with senior staff on the House Transportation and Infrastructure Committee to discuss upcoming transportation and infrastructure legislation. We discussed the I-405 highway improvement project, including the TIFIA loan application under final review at DOT. We also discussed new transportation financing options that could be included in President Trump's infrastructure package to be discussed later this year. Finally, we discussed the possibility of including more streamlining in the upcoming infrastructure bill. We mentioned that the California state legislature has renewed CalTrans' authority to continue their environmental review process for projects that use federal dollars. CalTrans has been a long-time participant in the National Environmental Policy Act (NEPA) assignment program and this has been very successful in helping reduce the time it takes for project delivery.

Senate Commerce, Science, and Transportation Committee – We met with senior staff on the Senate Commerce Committee to discuss the possible infrastructure bill this

year. We discussed the high levels of freight that utilizes transportation infrastructure in the County. We also discussed the OC street car and support for the CIG program. We also gave an update on the I-405 highway improvement project and the need for a more timely review of the project's TIFIA loan application.

FY17 Appropriations and Budget Update

Congress continues to work on a fiscal year (FY) 2017 omnibus appropriations bill in an effort to wrap up the FY17 appropriations process before the current continuing resolution (CR) expires on April 28th. Earlier this month, the House passed the FY 2017 Defense Appropriations bill that will likely become the legislative vehicle for the “*omnibus*” bill. That bill's fate in the Senate remains uncertain since Senate Democrats seem unwilling to advance any additional funding for a border wall requested by the Administration, nor will they consider any funding reductions that the Trump administration also requested for the domestic spending bills such as the Transportation, Housing and Urban Development (THUD) appropriations bill.

Appropriations Committee members remain concerned that with the confluence of the looming CR deadline at the end of April, the President's FY18 Budget will not being taken up until May, and with the Debt Ceiling limit and Sequestration Budget deadlines all happening at the relatively same time, Congress may need to extend the current CR yet again for a short period of time in order to finalize negotiations.

As mentioned earlier, President Trump's administration released their budget blueprint for FY18. The 62-page budget titled “*America First – A Budget Blueprint to Make America Great Again*” asks Congress to increase spending for defense while cutting discretionary spending for most non-defense federal agencies. The Administration specifically requests cuts to the TIGER grant program, the Federal Transit Agency's (FTA) Capital Investment Grants (New/Small Starts), and the Essential Air Service. These requested cuts to the DOT's discretionary budget would result in a -13% (\$2.4 billion) reduction from FY16 levels. The budget blueprint is extremely light on details, and we certainly expect more input from each agency in the follow up budget requests early this summer. OMB Director Mick Mulvaney has also said that his intentions behind the proposed cuts are to move dollars away from discretionary programs and into a possible infrastructure bill later this year. DOT Secretary Elaine Chao followed up on these remarks by saying that this is just the beginning of the budget process and that the Administration is currently working on identifying ways to make to be more efficient with limited DOT dollars.

MPO Consolidation Rule

The House Committee on Transportation and Infrastructure voted to approve a bill that nullifies a recent Department of Transportation (DOT) final rule, which required governors and leaders from nearby states and regions to approve transportation projects. Congressman Dan Lipinski (IL-3) was the original sponsor of the bill (H.R. 1346). The DOT rule also required Metropolitan Planning Organizations (MPOs) to consolidate with other MPOs or develop a unified long-range plan, which would cause significant

jurisdictional issues. There has been strong opposition from Mayors, city planners, and transit agencies to the rule and the House Transportation and Infrastructure Committee unanimously voted unanimously to approve the bill to overturn it. The Senate Similarly vote last month to eliminate this rule.

Hearing: House Transportation and Infrastructure Committee on FAST Act Implementation: State and Local Perspectives

On April 5th, the House Transportation and Infrastructure Subcommittee on Highways and Transit will hold a hearing to examine FAST Act implementation from the perspectives of States and Local entities. The Committee will hear from representatives of the American Association of State Highway Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and the United States Conference of Mayors (USCM). We expect many of the Members and witnesses at the hearing to highlight a broad base of support for the CIG and TIFIA programs.

DeFazio Gas Tax Indexation Bill

On March 22nd, Congressman Peter DeFazio, Ranking Member of the House Transportation and Infrastructure Committee, proposed a bill HR 1664 – *Investing in America: A Penny for Progress Act*. The bill intends to provide approximately \$500 billion in infrastructure investment to improve the conditions of highways, bridges, and public transit systems, address Federal investment in state-of-good-repair, and meet future highway and transit needs through fiscal year (FY) 2030. To finance the additional investment, the bill authorizes the U.S. Department of Treasury to issue 30-year Invest in America Bonds annually, through 2030. Each bond will be repaid at the end of its 30-year term, using revenues from indexing the gasoline and diesel user fee beginning in 2017. It is not likely that this particular bill will move forward this Congress, however, the discussion of finding new revenue sources for infrastructure will continue with ideas for other possible user fees on the table for consideration.

DOT Nomination for Deputy Secretary of Transportation

On March 29th, the Senate Commerce, Science, and Transportation Committee held a hearing on the nomination of Jeffrey Rosen to be Deputy Secretary of Transportation. Since 2009 Jeffrey Rosen worked as a senior partner at Kirkland & Ellis LLP. Prior to that, from 2003-2006 Rosen served as the General Counsel of the DOT overseeing 400 lawyers within the department. Rosen also oversaw the regulatory program, enforcement and litigation activities, legal issues relating to international activities involving transportation, legislative proposals, and he acted as counsel to Secretary Norman Mineta. We expect Mr. Rosen's final Senate confirmation vote sometime in April.



COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Three-Year Agreement with the Center for Demographic Research at California State University, Fullerton from Fiscal Year 2017-18 to Fiscal Year 2019-20

Regional Planning and Highways Committee Meeting of April 3, 2017

Present: Directors Delgleize, Do, Donchak, Nelson, and Steel

Absent: Directors M. Murphy and Spitzer

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute a three-year agreement through fiscal year 2019-20, in an amount not to exceed \$282,006, with the Center for Demographic Research at California State University, Fullerton.



April 3, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Three-Year Agreement with the Center for Demographic Research at California State University, Fullerton from Fiscal Year 2017-18 to Fiscal Year 2019-20

Overview

Orange County's demographic projections are developed with the Center for Demographic Research at California State University, Fullerton. A recommendation to continue this effort through a multi-agency funding agreement is provided for review and approval.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute a three-year agreement through fiscal year 2019-20, in an amount not to exceed \$282,006, with the Center for Demographic Research at California State University, Fullerton.

Background

Since 1996, the Orange County Transportation Authority (OCTA) and other agencies have jointly funded the Center for Demographic Research (CDR) at California State University, Fullerton for the preparation of demographic projections for use in various planning activities. Agencies use the demographic projections prepared by CDR as input into the Southern California Association of Government's (SCAG's) Regional Transportation Plan process, infrastructure planning, and travel-demand forecasting.

CDR is sponsored by OCTA, the County of Orange, Orange County Council of Governments, Transportation Corridor Agencies, Orange County Sanitation District, Municipal Water District of Orange County, Orange County Water District, SCAG, and the Orange County Local Agency Formation Commission.

The proposed agreement would extend the services provided by CDR through fiscal year (FY) 2019-20, and was developed jointly by all the sponsor representatives.

Discussion

The proposed three-year agreement would extend the professional services provided by CDR through FY 2019-20. As part of the agreement, CDR will develop the 2018 Orange County Projections (OCP), which are baseline and future projections for Orange County, including population, housing, and employment. The population, housing, and employment variables will be expanded to 14 travel-demand forecasting variables covering almost 2,000 traffic analysis zones for input into travel forecasting models, including the Orange County Transportation Analysis Model. Further, the 2018 OCP will be used in the development of the Orange County growth forecast for the 2020 SCAG Regional Transportation Plan/Sustainable Communities Strategy and OCTA's development of its next Long-Range Transportation Plan. Each local agency is directly involved in demographic data development with CDR, and this "bottom up" approach has worked well in addressing issues early in the process. The agreement also supports other important CDR activities, including the preparation of the annual Orange County Progress Report.

The proposed three-year agreement with CDR and other agencies continues this cooperative effort for FY 2017-18 to 2019-20. OCTA's financial commitment for this agreement would be \$282,006. The proposed agreement reflects cost increases from previous years due to scheduled minimum wage and other increases, and updated healthcare costs in addition to delivery of the work program. Funding for this agreement shall be included in the OCTA FY 2017-18 Budget, Planning Division, Account No. 0017-7519-M0201-F5F.

Summary

A recommendation for a proposed agreement with the Center for Demographic Research at California State University, Fullerton is presented for review and approval. With approval, staff will finalize and execute the agreement covering 2018 Orange County Projections demographic forecasting activities.

Attachment

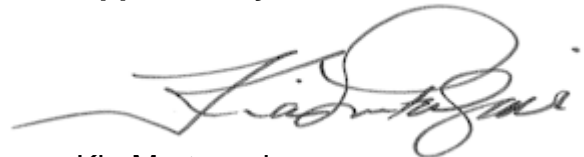
- A. Memorandum of Understanding by and between Orange County Interests and CSU Auxiliary Services Corporation for the Continued Operation of The Center For Demographic Research At California State University, Fullerton

Prepared by:



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Section Manager, Regional Modeling
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Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5471

MEMORANDUM OF UNDERSTANDING
by and between
ORANGE COUNTY INTERESTS
and
CSU FULLERTON AUXILIARY SERVICES CORPORATION
for the
CONTINUED OPERATION OF THE CENTER FOR DEMOGRAPHIC RESEARCH
AT CALIFORNIA STATE UNIVERSITY, FULLERTON

This Memorandum of Understanding (“MOU”) is entered into between the County of Orange, Transportation Corridor Agencies, Orange County Sanitation District, Orange County Transportation Authority, Municipal Water District of Orange County, Orange County Water District, Orange County Council of Governments, and Southern California Association of Governments (“SPONSORS”); the Orange County Local Agency Formation Commission (“CONTRIBUTING PARTNERS”) and the CSU Fullerton Auxiliary Services Corporation, (“ASC”), which is a 501 (c)3 California corporation organized under California law as an auxiliary organization of California State University, Fullerton (“CSUF”). This MOU is for the development of demographic data and related support products. Obligations and rights specified for CSUF in the MOU shall be exercised by the ASC.

WHEREAS, the development of demographic and related information for Orange County is a vital data source used for a wide range of local, subregional and regional applications, including, transportation infrastructure planning, facilities planning and timing, development of fee programs, bond revenue stream analysis, general planning and other applications; and

WHEREAS, a number of primary users of data in Orange County have recognized the benefit of having a local area expertise in developing demographic projections and associated products; and

WHEREAS, these SPONSORS, CONTRIBUTING PARTNERS, and California State University, Fullerton agree on the importance of having a single entity in Orange County developing demographic products and providing such products to data users; and

WHEREAS, these agencies also desire to establish a long-term process which allows each individual agency participation in the development and review of demographic products; and

WHEREAS, the Center for Demographic Research (“CDR”) located at CSUF provides an opportunity to place demographic activities in a setting that accomplishes SPONSORS’ and CONTRIBUTING PARTNERS’ objectives and provides augmented educational opportunities for CSUF; and

WHEREAS, CSUF will be listed as a “SPONSOR” based upon their financial contribution as outlined in the budget in Attachment 1 and in-kind contributions for the balance of the remaining Sponsor seat; and

WHEREAS, the SPONSORS and CSUF have worked cooperatively in supporting and organizing the Center for Demographic Research for eighteen years and wish to continue their cooperation; and

WHEREAS, the CONTRIBUTING PARTNERS wish to participate in supporting the Center for Demographic Research beginning in Fiscal Year 2017/2018; and

NOW, THEREFORE, IT IS RESOLVED that the **SPONSORS, CONTRIBUTING PARTNERS**, and the **ASC** agree as follows:

I. The SPONSORS and CONTRIBUTING PARTNERS will fund the CDR for the next three years, subject to an annual review and two one-year options by the SPONSORS and CONTRIBUTING PARTNERS, for an annual total fee as set forth in Item IV below and Attachment 1.

II. Process and Structure

A. Orange County Projections

The Orange County Council of Governments (“OCCOG”) will be responsible for the approval of the Orange County Projections at the Regional Statistical Area level and subsequent to that action the County of Orange will approve the Orange County Projections. The OCCOG will work with CDR staff to integrate the Orange County Projections as approved into the Southern California Association of Governments (“SCAG”) Regional Growth Forecast. Sponsors will make good faith efforts to use the Orange County Projections data in all future forecasting and planning efforts.

B. Management Oversight

The Management Oversight Committee (“MOC”) shall meet at least four (4) times each year to (1) consider policy matters associated with the operations of the Center for Demographic Research, (2) review products status and activities which are part of the core Work Program, (3) review the Center for Demographic Research’s financial status and status of annual MOU signatures, (4) set CDR budget and modify staff salaries funded by this MOU (5) consider requests from additional agencies wishing to become sponsors or contributing partners, (6) modify budget and work program upon addition or termination of a sponsor or contributing partner, (7) address other matters vital to the function of the Center for Demographic Research, and (8) undertake additional tasks as requested by the SPONSORS.

The Management Oversight Committee will be comprised of staff representing the SPONSORS, CONTRIBUTING PARTNERS and CSUF. Each SPONSOR will have one voting member of equal standing on the Management Oversight Committee including one member jointly representing the Municipal Water District of Orange County and the Orange County Water District; each CONTRIBUTING PARTNER will have one non-voting Ex-Officio member. The designees from each

SPONSOR, CONTRIBUTING PARTNER, and the university shall be named by July 1 of each year. An organization may also designate an individual(s) to serve as an alternate member of the Management Oversight Committee. The committee chair and vice-chair will be elected for a three-year term.

C. Technical Oversight:

The Technical Advisory Committee (“TAC”) provides technical guidance and input into the development of each product produced under this MOU before they are reviewed by the Management Oversight Committee. The Technical Advisory Committee advises the Director of the Center for Demographic Research, as well as reports to the Management Oversight Committee. The Committee will include one voting representative from each SPONSOR including a member representing the Municipal Water District of Orange County and the Orange County Water District; each CONTRIBUTING PARTNER will have one non-voting Ex-Officio member. University participation on the Technical Advisory Committee will include at least one voting member from CSUF, and one voting member each from the University of California, Irvine and Chapman University. The Director of the Center for Demographic Research will coordinate with research centers at these universities to ensure data consistency. The designees from each SPONSOR, CONTRIBUTING PARTNER, and agency shall be named by July 1 of each year. The committee chair and vice-chair will be elected for a three-year term.

The Technical Advisory Committee shall schedule at least four (4) meetings each year. It will (1) provide a report to the Management Oversight Committee summarizing its meetings, (2) provide advice on the approach, techniques, data sources and methods used to develop new products, (3) facilitate the acquisition of data necessary to produce products, (4) provide suggestions on the interpretation and analysis incorporated into deliverables, (5) provide input on assumptions for the development of the growth projections, (6) provide review of deliverables prior to approval by the Management Oversight Committee and (7) undertake other tasks as identified by the Management Oversight Committee.

D. Transportation Modeling Data

The Orange County Transportation Authority (“OCTA”) will be responsible for the approval of all transportation modeling variables used in the Orange County Transportation Analysis Model (“OCTAM”) at the Traffic Analysis Zone level. The transportation modeling variables shall be consistent with the Orange County Projections, as approved by the Orange County Council of Governments and the County of Orange at the Regional Statistical Area Level. The OCTA and SCAG will exercise user agreements for their consultants to access the transportation modeling variables.

III. Duration and Terminations

This agreement will become effective upon execution and ends on June 30, 2020. A review of the performance of the Center for Demographic Research in meeting its obligations under this MOU will be conducted by the Management Oversight Committee throughout the term July 2017 through June 2020. This MOU may be extended and/or amended by mutual agreement of all signatories.

A party may terminate its participation under this MOU by giving each of the other parties sixty (60) days written notice thereof. Upon said notice of termination, the SPONSOR or CONTRIBUTING PARTNER terminating its participation shall pay the balance of fees owed by the SPONSOR or CONTRIBUTING PARTNER for that given fiscal year. Each fiscal year, the SPONSORS and CONTRIBUTING PARTNERS shall review and approve in writing the MOU, work program, and funding arrangement. Such written approval shall constitute a SPONSOR'S or CONTRIBUTING PARTNER'S agreement to participate in this Agreement. In the event that ASC wishes to terminate its participation, it shall reimburse the SPONSORS and CONTRIBUTING PARTNERS any advance payments, less an amount to cover expenses related to work in progress and less costs reasonably necessary to effect such termination. If a party wishes to withdraw from the agreement, said notice shall be affected by delivery of such notice in person or by depositing said notice in the United States mail, registered or certified mail, return receipt required, postage prepaid.

IV. Funding and Schedule

Respective fees shall be as follows for the following fiscal year:

Payment Schedule for 2017-2020	2017-2018	2018-2019	2019-2020	Three Year Total
Orange County Transportation Authority	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
County of Orange	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
Orange County Council of Governments	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
Orange County Sanitation District	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
Transportation Corridor Agencies	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
Southern California Association of Governments	\$87,605.14	\$94,088.52	\$100,311.60	\$282,005.26
Municipal Water District of Orange County	\$43,802.57	\$47,044.26	\$50,155.80	\$141,002.63
Orange County Water District	\$43,802.57	\$47,044.26	\$50,155.80	\$141,002.63
Orange County Local Agency Formation Commission	\$16,000.00	\$16,000.00	\$16,000.00	\$48,000.00
TOTAL	\$629,235.98	\$674,619.64	\$718,181.20	\$2,022,036.82

Payments shall be made in accordance with invoicing policies of the ASC according to the schedule below. SPONSORS and CONTRIBUTING PARTNERS will be invoiced at the beginning of each quarter. Quarterly payments equal to 25% of the annual fees shall follow invoices submitted according to the calendar below:

Fiscal Year 2017/2018:	July 2017, October 2017, January 2018, April 2018
Fiscal Year 2018/2019:	July 2018, October 2018, January 2019, April 2019
Fiscal Year 2019/2020:	July 2019, October 2019, January 2020, April 2020

SPONSORS and CONTRIBUTING PARTNERS shall pay one-quarter of their annual fees upon receipt of said invoices or may prepay for an entire fiscal year. Prepayment does not imply a discounted rate.

V. Administrative Representatives

- A. The Principal Investigator for the operations and management of the Center for Demographic Research and the conduct of this MOU is Deborah Diep, Director. The Assistant Director, Scott Martin, will serve as the Principal Investigator in the Director's absence. They are authorized to negotiate supplemental services with the SPONSORS, CONTRIBUTING PARTNERS, and Non-sponsors as noted in Section VII. Denise Bell, Director, ASC Office of Sponsored Programs, is designated as the administrative representative for the ASC. Should the Principal Investigators become unavailable for any reason, no other Principal Investigator shall be chosen by CSUF or the ASC without the approval of the SPONSORS. Furthermore, the ASC agrees that the Management Oversight Committee shall make the recommendation on the selection of the Director or interim Director of the Center for Demographic Research and no Director or interim Director shall be appointed without approval of the Management Oversight Committee. The Management Oversight Committee will serve as the search committee if a search committee for the Director is required by the ASC.
- B. Equipment and furniture purchased by ASC under the terms of this MOU shall remain the property of the SPONSORS. In the event that the Center for Demographic Research is disbanded, the equipment remains the property of the SPONSORS and the Management Oversight Committee shall determine its disposition.
- C. Databases and applications developed and maintained for the Center for Demographic Research purposes shall remain under control of the SPONSORS. In the event that Center for Demographic Research is relocated from CSUF, all Center for Demographic Research functions and designations shall accompany the Center for Demographic Research.

VI. Additional Sponsorships and Revenues

Other agencies and entities can become sponsors or contributing partners of the Center for Demographic Research with unanimous agreement among the SPONSORS as determined by a vote of the Management Oversight Committee. Adjustments in sponsor fees found necessary resulting from the addition of sponsors shall be determined by the

Management Oversight Committee with consultation from the Center for Demographic Research Principal Investigators.

The disposition of additional revenues generated through additional sponsors, and the sale of products and services to non-sponsors shall be determined by the Management Oversight Committee. The additional funds shall be prorated according to the respective sponsor fee. SPONSORS shall have the option of expending their share of the additional funds on CDR activities, products or equipment or having the funds returned to the SPONSORS at the end of the fiscal year.

VII. Products and Deliverables

- A. The Center for Demographic Research will produce the identified core Demographic Products and Services as described in Attachment 2 and listed in Attachment 3. Each SPONSOR will receive ten (10) copies in printed form and one (1) copy of estimates and projections in electronic form.
- B. The SPONSORS and CONTRIBUTING PARTNERS have the right to request supplemental products and support services from the Center for Demographic Research through a purchase order. Projects above the amount of \$25,000 shall be approved by the ASC. Such purchases may be entered into if the SPONSOR or CONTRIBUTING PARTNER agrees to pay ASC all additional costs resulting from the additional products or services, including an indirect cost of 26%, and if the activities do not interfere with the normal functioning of the CDR. If requests for additional products or services require interference with the normal functioning of the CDR as determined by the Management Oversight Committee or additional resources from the CDR's basic budget the proposal for such products and services will be forwarded to the Management Oversight Committee for their advice and consent prior to finalization of the agreement. In all cases, supplemental work for SPONSORS and CONTRIBUTING PARTNERS shall be assessed indirect costs of 26%.
- C. Non-sponsors can contract with the Center for Demographic Research through the ASC for its services or obtain supplemental products and support services from the Center for Demographic Research through a Non-sponsor purchase order. A list of these projects will be submitted to the MOC on a quarterly basis. If the Director assesses a proposed project contains a conflict of interest, conflict of time commitment, or interference with the normal functioning of CDR, the Management Oversight Committee will be informed of the request for services and will review it for any potential conflicts. The Director shall notify the Management Oversight Committee of any such proposed agreement and provide the committee with draft text and budget, before the intended start of work. The Management Oversight Committee shall review the proposed project for possible conflicts of interests, conflicts of time commitment, and budgetary adequacy. The Management Oversight Committee may at its discretion impose a surcharge of funds to be used at its discretion. Action on these matters may be taken only with the concurrence of

a majority of the members of the Management Oversight Committee and all such supplemental work for Non-sponsors shall be assessed normal indirect costs of 26%.

- D. Use of revenues generated by the sale of products produced by the Center for Demographic Research shall be determined by the Management Oversight Committee. A quarterly report on product sales will be presented to the Management Oversight Committee.
- E. Additional projects should not adversely affect the schedule of deliverables unless otherwise agreed to by the Management Oversight Committee.

VIII. Sponsorship

This Agreement shall be signed by all SPONSORS and CONTRIBUTING PARTNERS by June 30, 2017 with the exception of the Southern California Association of Governments. The Southern California Association of Governments shall sign this Agreement by September 30, 2017. If all SPONSORS and CONTRIBUTING PARTNERS listed in Section XVIII do not sign by September 30, 2017, the work program and budget will be modified to reflect the committed funding. If any SPONSOR or CONTRIBUTING PARTNER does not sign this Agreement, the funding amounts of the remaining SPONSORS and CONTRIBUTING PARTNERS will not change. The remaining SPONSORS and CONTRIBUTING PARTNERS are not required to make up the difference in the reduced budget. Any SPONSOR or CONTRIBUTING PARTNER listed as an ORANGE COUNTY INTEREST that does not sign this Agreement forfeits all rights, services, and privileges as a CDR SPONSOR or CONTRIBUTING PARTNER unless otherwise negotiated. A formal status report on execution will be delivered at each Management Oversight Committee meeting until all SPONSORS and CONTRIBUTING PARTNERS sign this Agreement.

IX. Liability and Insurance

Each party to this MOU hereby assumes any and all risks for personal injury and property damage attributable to the negligent acts or omissions of that party and the officers, employees, and agents thereof. ASC warrants that it has adequate Worker's Compensation Insurance and liability insurance for its own employees. The ASC, the SPONSORS (the County of Orange, Transportation Corridor Agencies, Orange County Sanitation District, Orange County Transportation Authority, Municipal Water District of Orange County, Orange County Water District, Orange County Council of Governments, and Southern California Association of Governments), and the CONTRIBUTING PARTNERS (the Orange County Local Agency Formation Commission) agree to indemnify and hold each other, their respective officers, employees, students, agents, harmless from and against all liability, loss, expense (including reasonable attorney's fees), or claims for injury or damages arising out of the performance of this Agreement but only in proportion to and to the extent such liability, loss, expense, attorney's fees, or claims for injury or damages are caused by or result

from negligent or intentional acts or omissions of the indemnifying party, its officers, employees, students or agents.

X. Independent Contractor

In the performance of all services and obligations under this agreement, SPONSORS, CONTRIBUTING PARTNERS, and ASC shall act as independent contractors. None shall be considered an employee or agent of the other.

XI. Use of Names

SPONSORS and CONTRIBUTING PARTNERS agree not to use the names of the ASC or CSUF in any commercial connection with work performed under this Agreement without prior written permission from the ASC. SPONSORS and CONTRIBUTING PARTNERS may use said names in ordinary internal business reports concerning this Agreement and may use the names of the Center for Demographic Research and the Principal Investigators in non-commercial publicity announcing the results of the project.

ASC agrees not to use the names of SPONSORS and/or CONTRIBUTING PARTNERS in any commercial connection with this work without prior written permission from SPONSORS and/or CONTRIBUTING PARTNERS. ASC may use SPONSORS' and/or CONTRIBUTING PARTNERS' name in ordinary internal business reports concerning this agreement and in non-commercial publicity announcing the awarding of the contract.

The provisions of this Section of the Agreement shall survive for two (2) years beyond any termination date specified in Section III or any extension thereof.

XII. Force Majeure

SPONSORS, CONTRIBUTING PARTNERS, and ASC shall not be liable or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, strikes, labor disputes, or any similar cause beyond the reasonable control of SPONSORS, CONTRIBUTING PARTNERS, or ASC, provided the affected party notifies the other party of the delay in writing within ten days of the onset of the delay.

XIII. Assignment

This Agreement shall inure to the benefit of and be binding upon and enforceable by the parties and their successors and permitted assigns. However, neither party may assign any of its rights or obligations under this Agreement without the prior written consent of the other.

XIV. Modification and Waiver

None of the terms of the Agreement may be waived or modified except by an express agreement in writing signed by SPONSORS, CONTRIBUTING PARTNERS, and ASC. Modifications not documented in writing cannot be enforced. The failure or delay of either party in enforcing any of its rights under this Agreement shall not be deemed a continuing waiver or a modification by such party of such right.

XV. Governing Law

The validity and interpretation of this Agreement shall be governed by the laws of the State of California.

XVI. Federal Statutes Relating to Nondiscrimination

ASC will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S. C. sections 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S. C. section 794), which prohibits discrimination on the basis of handicaps; (d) Age discrimination Act of 1975, as amended (42 U.S.C. sections 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation Act of 1970 (P.O. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-d and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. section 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (I) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirement of any other federal nondiscrimination statute(s) which may apply to the application.

XVII. Notices

Notices under this agreement shall be considered to be given if delivered by first class mail to the following addresses:

For SPONSORS:

Carolyn McInerney
County of Orange
10 Civic Center Plaza, 3rd Floor
Santa Ana, CA 92701

Marnie O'Brien Primmer
Orange County Council of Governments
c/o Marika Poynter, Irvine Planning Department
One Civic Center Plaza
Irvine, CA 92623-9575

James D. Herberg
Orange County Sanitation District
10844 Ellis Avenue
Fountain Valley, CA 92738-8127

Kurt Brotcke
Orange County Transportation Authority
550 S. Main Street
2nd Floor, Suite 220
Orange, CA 92613-1584

Hasan Ikhata
Southern California Association of Governments
c/o Joann Africa, SCAG Counsel
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Valarie McFall
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Robert Hunter
Municipal Water District of Orange County
18700 Ward Street
Fountain Valley, CA 92728

Michael R. Markus
Orange County Water District
18700 Ward Street
Fountain Valley, CA 92728-8300

For CONTRIBUTING PARTNERS:

Carolyn Emery
Orange County Local Agency Formation Commission
2677 N. Main Street, Suite 1050
Santa Ana, CA 92705

For CSU FULLERTON AUXILIARY SERVICES CORPORATION

Denise Bell, Director, Sponsored Programs
CSU Fullerton Auxiliary Services Corporation
1121 N. State College Blvd.
Fullerton, CA 92831-3014

XVIII. Execution

IN WITNESS THEREOF, the SPONSORS, CONTRIBUTING PARTNERS, and the ASC have executed this Agreement on the date first herein written. This Agreement is to be signed in counter parts.

For the CSU Fullerton Auxiliary Services Corporation:

Frank Mumford, Executive Director

Date

For the County of Orange:

Frank Kim, County Executive Officer

Date

For the Orange County Council of Governments:

Marnie O'Brien Primmer, Executive Director

Date

For the Orange County Sanitation District:

James D. Herberg, General Manager

Date

For the Orange County Transportation Authority:

Darrell Johnson, Chief Executive Officer

Date

For the Southern California Association of Governments:

Hasan Ikhata, Executive Director

Date

For the Foothill/Eastern Transportation Corridor Agency:

Michael Kraman, Chief Executive Officer

Date

For the San Joaquin Hills Transportation Corridor Agency:

Michael Kraman, Chief Executive Officer

Date

For the Municipal Water District of Orange County:

Wayne Osborne, President of the Board

Date

Robert Hunter, General Manager

Date

For the Orange County Water District:

Denis R. Bilodeau, P.E., President

Date

Michael R. Markus, General Manager

Date

For the Orange County Local Agency Formation Commission:

Derek J. McGregor, Chair

Date

For the California State University, Fullerton:

Danny C. Kim, Vice President for
Administration & Finance/CFO

Date

**Attachment 1: Center for Demographic Research
Annual Budget: July 1, 2017 through June 30, 2020**

	2017-18	2018-19	2019-20	
Salaries	\$342,204.62	\$363,939.40	\$391,849.90	
Benefits	\$157,727.36	\$167,011.24	\$178,673.30	
Supplies	\$7,000.00	\$7,000.00	\$7,000.00	
Printing & Publications	\$4,000.00	\$9,000.00	\$4,000.00	
Meetings, Mileage, & Training	\$1,000.00	\$1,000.00	\$1,000.00	
Equipment	\$500.00	\$500.00	\$500.00	
Expenses	\$512,431.98	\$548,450.64	\$583,023.20	
26% Indirect Cost (IDC) / Overhead	\$133,233.00	\$142,598.00	\$151,587.00	
Office space rent (office space rent is exempt from overhead)	\$79,216.32	\$79,216.32	\$80,784.96	
Gross Total	\$724,881.30	\$770,264.96	\$815,395.16	
University will contribute: 100% of office space rent	\$79,216.32	\$79,216.32	\$80,784.96	
HSS Dean will contribute \$16,429 to Administrative Asst salary	\$16,429.00	\$16,429.00	\$16,429.00	
Monetary Subtotal	\$95,645.32	\$95,645.32	\$97,213.96	
NET CDR BUDGET TOTAL	\$629,235.98	\$674,619.64	\$718,181.20	
Number of Seats				
OCTA	1	\$87,605.14	\$94,088.52	\$100,311.60
COUNTY	1	\$87,605.14	\$94,088.52	\$100,311.60
OCCOG	1	\$87,605.14	\$94,088.52	\$100,311.60
OCSO	1	\$87,605.14	\$94,088.52	\$100,311.60
TCA	1	\$87,605.14	\$94,088.52	\$100,311.60
SCAG	1	\$87,605.14	\$94,088.52	\$100,311.60
MWDOC	0.5	\$43,802.57	\$47,044.26	\$50,155.80
OCWD	0.5	\$43,802.57	\$47,044.26	\$50,155.80
CSUF	1	see above	see above	see above
CONTRIBUTING PARTNER: LAFCO		\$16,000.00	\$16,000.00	\$16,000.00
TOTAL	8	\$629,235.98	\$674,619.64	\$718,181.20
Cost per Sponsorship Seat= Net Budget / 7 remaining seats		\$87,605.14	\$94,088.52	\$100,311.60
(Note: New IDC Return Program returns 10% of IDC collected to CDR project. This has been earmarked for a part time GIS Tech/Research Assistant.)				
		\$13,323	\$14,260	\$15,159

Attachment 2

Proposed CDR 2017-2020 Services and Products

REPORTS

Orange County Progress Report

Produce an annual Orange County Progress Report. This document presents a unified and a comprehensive picture of Orange County and its 34 cities including its economic health, its demographic status and trends, and other information of interest to those who might wish to relocate to Orange County, do business in the County, or otherwise have an interest in the economic and demographic status and future of Orange County.

Orange County Projections

Complete OCP-2018 dataset and adoption. Following the adoption of **OCP-2018**, produce a report containing assumptions, tables, charts, maps, and methodology. Preparation and development of **OCP-2022** will begin during this three-year MOU. The OCP dataset contains population, housing, and employment projections by 2010 census tract, jurisdiction, Community Analysis Area, and Regional Statistical Area for a 25-year period. This iteration will incorporate agency boundaries for MWDOC, OCSD, & OCWD.

Orange County Facts and Figures

Update quarterly the Orange County Facts and Figures. This document focuses on the most frequently asked questions about Orange County demographics and related information.

Boundary and Annexation Report

Working with information provided by OC LAFCO, CDR staff will produce an annual report of the jurisdictional boundary changes. This multi-page report will contain a map of the year to year boundary changes and a table listing the area change and specific annexations and incorporations for each calendar year. Detailed annexation and vicinity maps from OC LAFCO's approved changes of organization documents will also be included in the report. For ease of reference and to make the information publically available, the report will be posted on OC LAFCO's website.

PUBLIC INFORMATION SERVICES

Provide Public Information on Orange County Demographics as Requested

Provide information in response to numerous requests made by government agencies, elected officials, private companies, non-profit organizations, schools, students, and citizens regarding demographic and related information about Orange County.

Maintain CDR Homepage

Update the information currently on the CDR homepage on a regular basis and expand as information becomes available.

Provide Information and Analysis to News Media

Provide information, description, interviews, and analysis of demographics to news media to assist them in doing stories where demographics is the focus.

Update RHNA Allocations

Develop allocations of 2012 RHNA for annexations and incorporations as requested. Provide data support to local jurisdictions and SCAG during development of the 2020 RHNA. Monitor RHNA development process to ensure Orange County data is incorporated.

Process Decennial Census and American Community Survey Data

Process Bureau of Census data as it pertains to development of the Orange County Projections and at the request of CDR Sponsors.

DATA BASES

Housing Inventory System

The Housing Inventory System (HIS) is a data system that includes all changes to each jurisdiction's housing stock. Data is collected at the address level and converted into a GIS database by geocoding. After geocoding, quality analysis efforts include tying activity to parcels. Depending on the jurisdiction, different documents are used to record added units including certificates of use and occupancy, utility release log, or building final documents. Demolitions and conversions are recorded through other recordation. Changes to the mobile home inventory will be verified with HCD. This project will be expanded to include an annual review and sign off process by each jurisdiction of their geocoded data to ensure accuracy. HIS will be expanded to include new types of accessory dwelling units per recent legislation (AB 2501, AB 2299 and SB 1069).

Census Data by Partial TAZ

Update the correspondence tables of 2010 Census blocks to the TAZs after release of Census Bureau data and GIS shapefiles. As the various census files become available, transportation modeling variables and other key variables useful for projecting the modeling variables will be aggregated to TAZ.

Calibrate Age Cohort Component, Shift-Share and Headship Rate Models

Based on data from the Census Bureau, DOF, and EDD data, calibrate the models used to project county-wide population, housing and employment.

Master Polygon File

Update master polygon file based on the 2010 Census block file for use in development of OCP dataset and annual population and housing unit estimates. Allocate Census block data to TAZ, CAA, RSA, MWDOC, OCSD, and OCWD. Working with information from OC LAFCO, the master polygon file will be updated annually to include changes to agency boundaries: jurisdiction, MWDOC, OCSD, and OCWD.

Population and Housing Estimates by TAZ (OCP)

Estimates of population and housing by unit type will be developed using the 2010 Census and American Community Survey data at the split TAZ. From 2014 onwards, housing unit changes will be geocoded and aggregated to the TAZ. Annual estimates of population and housing will be produced by TAZ for maintenance of the OCP base file.

Annual Population and Housing Estimates by Partial Census Tract and Sponsor Agency

Estimates of population and housing units developed using the 2010 Census for each of the special district sponsors will be updated annually. From 2014 onwards, annual estimates (January 1) of population and housing will be produced by partial census tract and for each of the special district sponsor agencies: MWDOC, OCSD, and OCWD.

Project Total County Population, Housing, and Employment

Draft assumptions for OCP-2018 will be developed and reviewed by the CDR TAC. These will then be incorporated into the macro level models used to project population, housing, and employment. The resulting projections will be reviewed by the CDR TAC and MOC and then brought to the OCCOG TAC and Board for approval as the controls totals for OCP-2018.

Projected Population, Housing and Employment by TAZ (OCP)

Preparation and development of OCP-2022 will begin during this MOU cycle. Countywide population, housing, and employment for years 2020 through 2045 will be allocated to Traffic Analysis Zones split by jurisdictions. Following the allocation, extensive review and refinement will occur to assure the accuracy of the projections.

Secondary Variables by TAZ (OCTAM)

The basic projected population, housing, and employment from OCP-2014 will be expanded to the 14 OCTAM variables. These variables will include resident population, group quarters population, employed residents, median income, occupied single family dwelling units, occupied multiple family dwelling units, household size, retail employment, service employment, K-12 public school employment, all other employment, school enrollment, university enrollment, and area. Data for the projection years will be updated in the next MOU cycle. Preparation of the base year OCTAM data for OCP-2018 will begin in this MOU cycle.

Consolidated Boundary and Annexation Program (CBAS)

CDR staff will report annual jurisdictional boundary and feature changes through a new, voluntary program of the U.S. Census Bureau that allows for a consolidated annual review of jurisdiction boundaries. This review will be done using the official County Surveyor/OC LAFCO jurisdiction GIS boundary file. Orange County jurisdictions will be able to opt in or out of this CDR service annually. CDR will notify each participating jurisdiction and OC LAFCO of the outcome of the BAS review, i.e. whether there were any areas where jurisdiction boundaries needed to be corrected.

COMMITTEES

Participate in Sponsor Technical Advisory Committees as Requested

Participate in appropriate Sponsor technical advisory committees including, OCCOG TAC, County's Demographic Steering Committee, OCTA's Modeling TAC, Orange County Sanitation District's Planning Advisory Committee, Water Use Efficiency Project Advisory Committee, and SCAG's Technical Working Group and Scenario Planning Model Working Group.

Coordinate with SCAG and SCAG Committees

This service revolves around the incorporation of OCP into the SCAG growth forecast. This service includes participation in SCAG expert panels and workshops to develop assumptions for their population and employment projections; monitoring the discussions relevant to the development of SCAG's growth forecast at SCAG policy committees and subregional coordinator meetings; and coordinating with relevant SCAG staff on this issue.

Coordinate with University Research Centers

CDR staff will coordinate with UCI and Chapman University research centers to ensure consistency between the CDR's forecast and estimates and those produced by these institutes.

2017-2020 LAFCO FUNDED PROJECT: Sphere of Influence Estimates

CDR will update its master polygon file on an annual basis with changes to the sphere of influence (SOI) boundaries. CDR will produce annual estimate of January 1 population and housing for each of the SOI polygons upon completion of the annual Housing Inventory System to maintain this information in preparation for the 2018-2022 OC LAFCO municipal service review cycle.

Boundary and Annexation Report: Working with OC LAFCO over the three-year MOU cycle, CDR will attempt to build a historical reference collection of these reports going back to 2000 as information is available.

NEW PROJECTS & SERVICES

Housing Activity Report

Using information from the Housing Inventory System (HIS), CDR staff will produce an annual report on the housing construction and demolition activity by jurisdiction. Information will be released in aggregate form at the jurisdiction level in a PDF.

State Data Center Affiliate

The CDR will serve as a State Data Center Affiliate to the Demographic Research Unit of the California Department of Finance. As an Affiliate, CDR will assist the SDC and Orange County in disseminating census data and improving public access to census data products consistent with services CDR already provides.

2020 Decennial Census Geographic Support

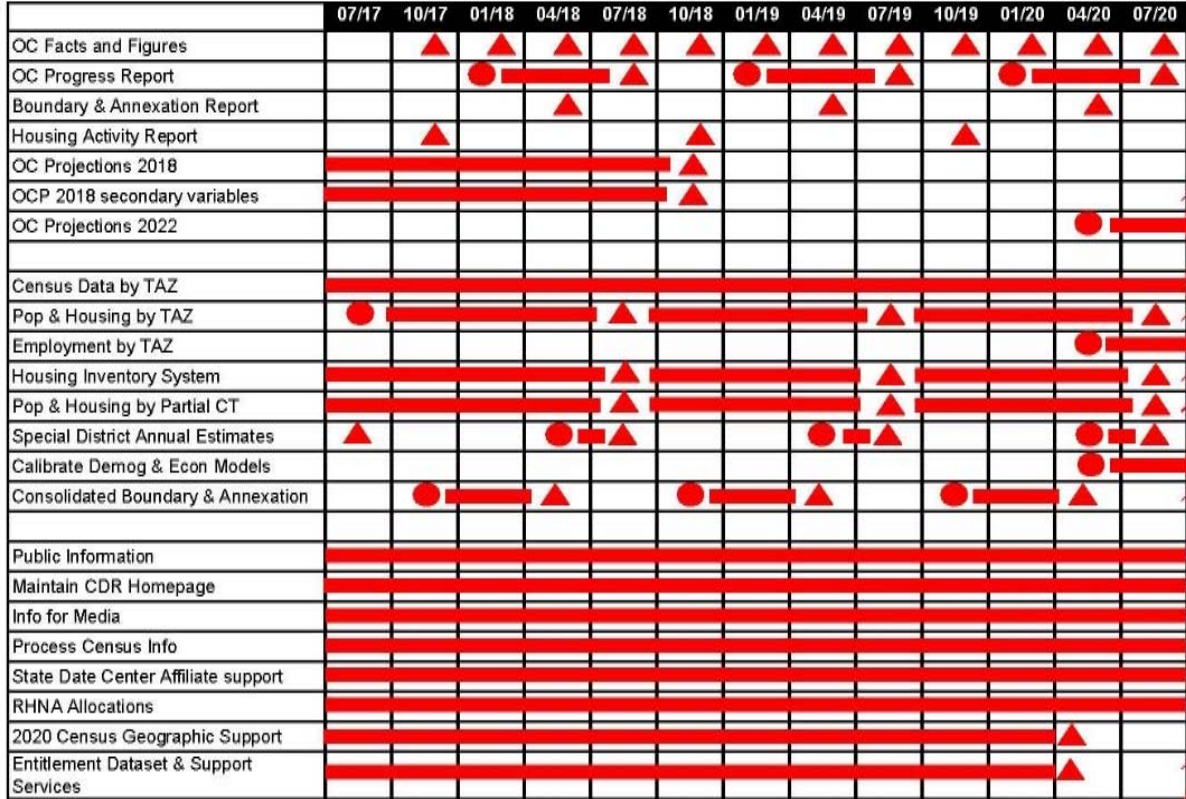
The CDR will participate in the geographic program updates leading up to the 2020 Decennial Census. These will include programs such as the Participant Statistical Area Program (PSAP) to update block group, census tract, and CDP boundaries.

Entitlement Dataset & Support Services

Provide support to Orange County jurisdictions in the development of the entitlements database and other data requested by SCAG during the development of the 2020 RTP/SCS. Monitor development process to ensure Orange County data is incorporated.

Attachment 3

Proposed Draft Work Program 7/2017 - 6/2020



● Startup
▲ Milestone/Completion



COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: *Laurena* Laurena Wehnert, Clerk of the Board
Subject: Authority to Acquire Former Pacific Electric Railroad Right-of-Way in the City of Garden Grove to Preserve and Protect for Future Transit Use

Transit Committee Meeting of April 13, 2017

Present: Directors Do, Jones, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.


Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute necessary agreements to acquire 5.2 acres of former Pacific Electric railroad right-of-way located in the City of Garden Grove, in the amount of \$1,500,000, exclusive of title and escrow fees.



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Authority to Acquire Former Pacific Electric Railroad Right-of-Way in the City of Garden Grove to Preserve and Protect for Future Transit Use

Overview

The Orange County Transit District has an opportunity to purchase non-operating railroad right-of-way located in the City of Garden Grove. The approximately 2,300 linear feet of non-operating railroad right-of-way is 5.2 acres of vacant land that lies between Brookhurst Street and Chapman Avenue, owned by the City of Garden Grove. The acquisition would preserve and protect the right-of-way for future transit use.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute necessary agreements to acquire 5.2 acres of former Pacific Electric railroad right-of-way located in the City of Garden Grove, in the amount of \$1,500,000, exclusive of title and escrow fees.

Background

The former Pacific Electric railroad right-of-way (PEROW), collectively owned by the Orange County Transit District (OCTD) and the Orange County Transportation Authority (OCTA), is 11.75 linear miles of right-of-way (ROW), averaging 100 feet in width. It traverses the grid of arterial roads and is located in the cities of Santa Ana, Garden Grove, Stanton, Anaheim, Buena Park, Cypress, and La Palma. The OCTA-owned PEROW runs parallel to Interstate 5, ending at Coyote Creek at the Los Angeles County Line.

In 1983, OCTD acquired an initial seven miles of the PEROW that stretched from Raitt Street in the City of Santa Ana northwest to the City of Stanton for \$15 million. In 1991, OCTA acquired the remaining five miles, extending from the City of Stanton to the Los Angeles County Line for \$13.1 million in

Measure M funds. Both acquisitions were purchased from Southern Pacific Transportation Company.

In November 1996, the Board of Directors (Board) approved OCTD and OCTA to maintain ownership of the PEROW to preserve and protect it for future transit use and adopted the guiding principles to evaluate use of the PEROW (Attachment A). Since 1996, staff has followed these guidelines, which include maintaining and entering into new license agreements to generate revenue for the maintenance of the PEROW and for transit. As of year-end 2016, OCTD and OCTA have entered into 53 licenses that generate over \$605,000 of gross revenue annually. Once expenses are paid for regular maintenance, which include debris removal, weed abatement, landscaping costs, graffiti removal, and pest control, the PEROW generates approximately \$500,000 of net revenue annually.

In August 2014, the Board approved OCTA to serve as the lead agency for the development, implementation, operations, and maintenance of the OC Streetcar Project, which will utilize approximately two miles of the PEROW between Raitt Street in the City of Santa Ana northwest to Harbor Boulevard in the City of Garden Grove.

Discussion

In 1991, the Board agreed to sell portions of the PEROW acquired by OCTD to the Garden Grove Agency for Community Development (GGCD) for parking and to support proposed development. The sales agreement transferred ownership of five parcels located within the approximately 100-foot wide PEROW and two adjacent developable old rail yard parcels located along the PEROW (Attachment B). The five parcels were valued at \$2.7 million, and OCTD reserved permanent easement rights to construct, operate, repair, and maintain transportation improvements either above or below the surface, and restricted that no permanent structures could be built by the GGCD on the surface to allow for future transit projects (Easement Rights). Since the initial GGCD acquisition of the five parcels located within the approximately 100-foot wide PEROW, the GGCD has sold its fee interest in two of the parcels to private entities, with OCTD Easement Rights, leaving the GGCD with ownership of three parcels.

As part of the California 2011 Budget Act, and in order to protect funding for core public services at the local level, the Legislature approved Assembly Bill (AB) X1 26, resulting in the dissolution of the state's 400 plus redevelopment agencies. Therefore, the City of Garden Grove has become the successor agency to the dissolved GGCD and is required to dispose of its three remaining parcels. The parcels, which are located between Brookhurst Street and Chapman Avenue in the City of Garden Grove, equate to approximately

2,300 linear feet (half mile) of non-operating railroad ROW, averaging 100 feet in width, consisting of 5.2 acres (Property) (Attachment C). The disposal of the Property is a requirement under Sections 34181 and 34191.5 of the Dissolution Law (ABX1 26), and under the terms of the Long Range Property Management Plan prepared by the City of Garden Grove and approved by the GGCD Oversight Board, and thereafter approved by the State of California, Department of Finance.

OCTA currently has an opportunity to purchase the Property back from the City of Garden Grove, successor to the GGCD, at fair market value. The Property was appraised by OCTA with a market value of \$1,480,000. Independently, the City of Garden Grove appraised the Property with a market value of \$1,650,000. Based on the two appraisals, OCTA executive management and City of Garden Grove management agreed to recommend a purchase price of \$1,500,000, exclusive of closing fees. The terms and conditions of a purchase and sale agreement are subject to approval by the Garden Grove City Council, the Agency's Oversight Board, and thereafter by the State of California, Department of Finance.

Both OCTA and City of Garden Grove appraisals concluded that OCTD Easement Rights encumbering the Property drastically devalue the Property. If the acquisition is approved and OCTA becomes the owner, by default, the Easement Rights no longer impact the Property. Based on OCTA's appraisal, if the Easement Rights encumbrances are eliminated, the Property's value could increase dramatically to approximately \$9,500,000. OCTA acquisition of the Property could preclude a sale to a third party for other uses that could limit future transit uses on the PEROW. The Property acquisition allows OCTA surface use of the Property, minimizes impacts to adjacent properties and the surrounding communities, and would further preserve and protect the PEROW as a transit corridor. The ability for OCTA to construct transit facilities on the half-mile surface of the Property, as opposed to constructing transit facilities either above or below the surface of the Property, can potentially be cost savings of tens of millions of dollars in future construction costs.

The proposed acquisition is exempt from the California Environmental Quality Act (CEQA) pursuant to: (1) CEQA's Class 1 Exemption (CEQA Guidelines § 15301); and (2) CEQA's "Common Sense" Exemption (CEQA Guidelines § 15061(b)(3)). CEQA's Class 1 Exemption applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private facilities involving negligible or no expansion of a use beyond the use existing at the time of the lead agency's CEQA determination (CEQA Guidelines, § 15301). CEQA's "Common Sense" Exemption applies where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment (CEQA Guidelines § 15061(b) (3)).

**Authority to Acquire Former Pacific Electric Railroad
Right-of-Way in the City of Garden Grove to Preserve and
Protect for Future Transit Use**

Page 4

If the proposed acquisition is approved by the Board, the Garden Grove City Council, the GGCD Oversight Board, and thereafter approved by the State of California, Department of Finance, staff will finalize a purchase and sale agreement and open escrow. It is anticipated this process will take three to four months to complete; therefore, staff anticipates escrow will close in fiscal year 2017-18.

Fiscal Impact

The acquisition of the Property is budgeted in OCTA's Fiscal Year 2017-18 Budget, in the Transit Division's expenditure budget, Account 0030-9021-F30, and will be funded through OCTD Transit funds.

Summary

Staff is seeking the Board of Directors' authorization for the Chief Executive Officer to negotiate and execute necessary agreements to acquire non-operating railroad right-of-way, in the amount of \$1,500,000, utilizing transit funds.

Attachments

- A. Guiding Principles to Evaluate Use of the Pacific Electric Right-of-Way
- B. Pacific Electric Right-of-Way Map
- C. Pacific Electric Right-of-Way (Brookhurst to Chapman) Map

Prepared by:



Joe Gallardo
Manager, Real Property
(714) 560-5546

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

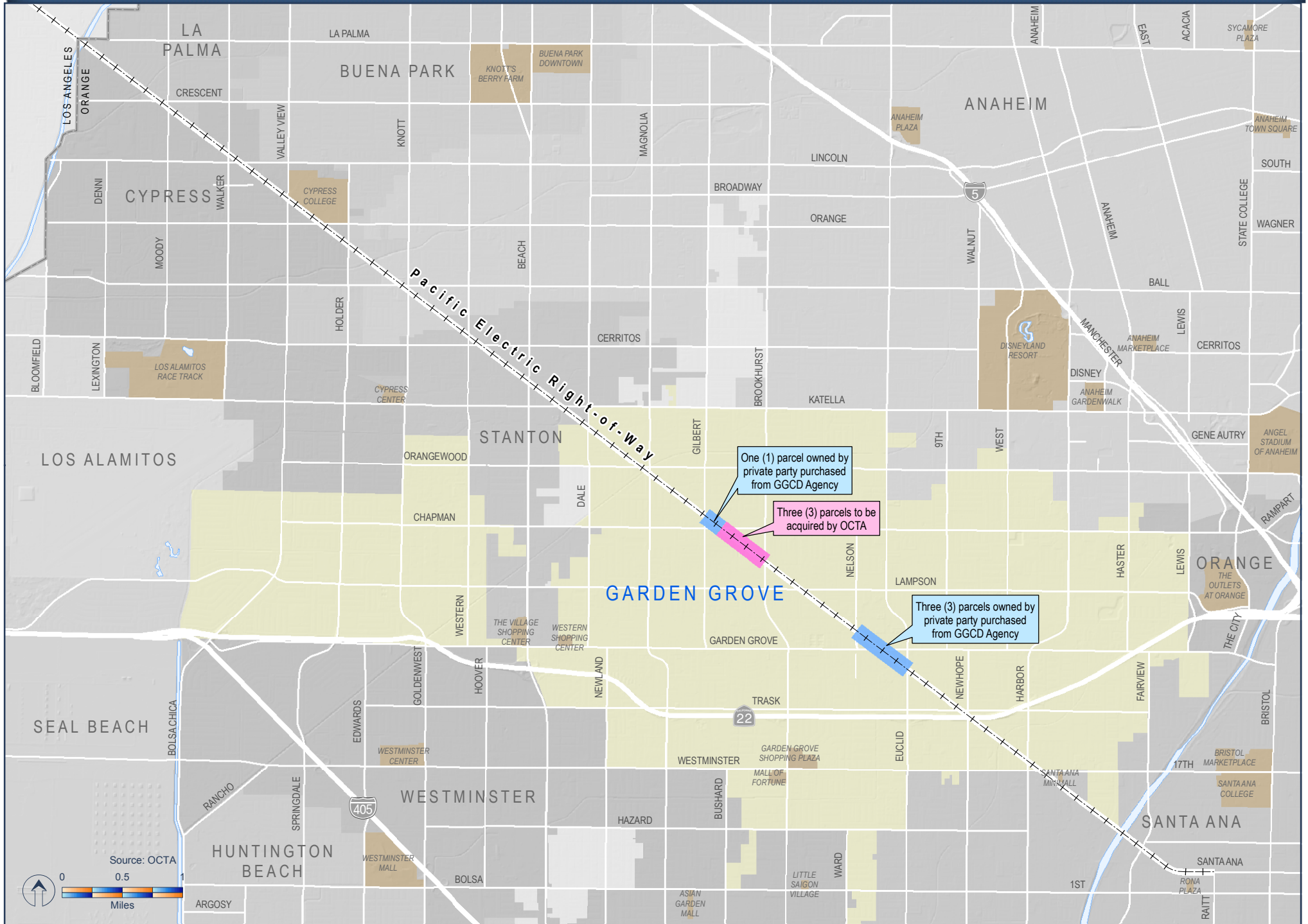
Guiding Principles to Evaluate Use of the Pacific Electric Right-of-Way

When considering alternative uses for the Pacific Electric Right-of-Way (PEROW) corridor, adopt the following principles to guide decision-making:

1. Maintain ownership of the PEROW to preserve the corridor for future transit use.
2. Protect (reserve) a section of the average 100-foot width of the PEROW for future transit use along the complete corridor. The remaining section would be available for other uses. Unreserved widths would vary depending on location.
3. Continue the Orange County Transportation Authority's good neighbor policy. In residential areas, in the section of the average 100-foot width not reserved for transit use, ensure uses are compatible with neighborhoods, and that safety is a top priority.
4. In commercial, industrial, and educational areas, encourage uses which support long-term transit development.
5. Pursue non-intrusive revenue producing opportunities along the corridor such as underground telecommunications, utilities, etc. Use a portion of the net revenues to fund improvements and/or transit services along the corridor.
6. Work with cities to enhance the aesthetics of the PEROW without jeopardizing security. For example, do not obstruct the ability of the police to view the corridor.

Pacific Electric Right-of-Way

ATTACHMENT B







COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: *Laurena* Weinert, Clerk of the Board
Subject: June 2017 Bus Service Change Program

Transit Committee Meeting of April 13, 2017

Present: Directors Do, Jones, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



April 13, 2017

To: Transit Committee
From: Darrell Johnson, Chief Executive Officer
Subject: June 2017 Bus Service Change Program

Overview

The Orange County Transportation Authority implements schedule and route revisions to selected bus routes three times a year. The June 2017 Bus Service Change Program is the second program of revisions planned for calendar year 2017.

Recommendation

Receive and file as an information item.

Background

In an on-going process to improve bus service, the Orange County Transportation Authority (OCTA) develops and implements revisions to bus schedules and routes focused on improving on-time performance, passenger loading, new initiatives, and seasonal services.

Bus service changes are implemented three times each year, in February, June, and October. The dates are established in the collective bargaining agreement between OCTA and Teamsters Local 952.

Discussion

Bus service change programs usually focus on changes to scheduled bus trips and minor realignments to bus routes. The June 2017 Bus Service Change Program includes routine adjustments to schedules for 32 OCTA bus routes for operational or on-time performance improvements. In addition, the June service change includes a seasonal adjustment to Route 1, which serves Pacific Coast Highway and experiences heavy traffic volumes during the summer.

The June 2017 service change includes operation of two other seasonal services, the Orange County (OC) Fair Express and the Laguna Beach Summer Breeze. The OC Fair Express includes service on nine routes to and from the OC Fair and key park and ride locations throughout the county. The OC Fair Express will be provided from 10:00 a.m. to 1:00 a.m., Saturdays and Sundays beginning July 15, 2017, and ending August 13, 2017. A grant has been submitted to the Mobile Source Air Pollution Reduction Review Committee to fund the operation of these services.

The Laguna Beach Summer Breeze is a weekend service that OCTA operated last year for the first time on behalf of the City of Laguna Beach (City). The Laguna Beach Summer Breeze will provide transit shuttle service from a parking lot located on Laguna Canyon Road, near the intersection of Interstate 405 and State Route 133, to key destinations along Laguna Canyon Road, including The Festival of the Arts/Pageant of the Masters, the Sawdust Festival, and the beach. The service will operate from 11:00 a.m. to 11:30 p.m., Saturdays and Sundays beginning July 1, 2017, and ending September 3, 2017. OCTA will be reimbursed by the City for all operating expenses associated with the provision of this service.

Attachment A summarizes the changes planned for the June 2017 Bus Service Change Program and, as noted on the attachment, 24 of the 32 bus routes (or 75 percent) are classified as minority services based on OCTA's Title VI definition. Attachment B is a system map highlighting the 32 routes included in the program.

Summary

OCTA schedules three bus service change programs each year, in February, June, and October. In addition to the provision of seasonal services, the adjustments included in the June 2017 Bus Service Change Program are designed to improve service performance based on technical data and input received from customers and coach operators.

Attachments

- A. June 2017 Bus Service Change Program Summary
- B. June 2017 Bus Service Change System Map, Schedule and Route Adjustments

Prepared by:



Johnny Dunning, Jr.
Manager, Scheduling and
Customer Advocacy
(714) 560-5710

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5694

June 2017 Bus Service Change Program Summary

Service Change Description					Estimated Riders Affected			Title VI Minority	
Line	Serving	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Route	Comments
REGULAR SERVICE CHANGE ADJUSTMENTS									
1	Long Beach - San Clemente via Pacific Coast Hwy	Summer Schedule			1,783			No	WEEKDAY - implement summer schedule to accommodate congestion on Pacific Coast Highway
25	Fullerton - Huntington Beach via Knott Avenue, Goldenwest Street		Running Time Adjustments			691		Yes	SATURDAY - adjust running time to improve on-time performance
29	La Habra - Huntington Beach via Beach Boulevard		Trip Adjustments			24		Yes	SATURDAY - adjust the 644pm Northbound trip five minutes later to improve customers' commute
30	Cerritos - Anaheim via Orangethorpe Avenue		Running Time Adjustments			961		Yes	SATURDAY - adjust running time to improve on-time performance
33	Fullerton - Huntington Beach via Magnolia Street		Running Time Adjustments			475		Yes	SATURDAY - adjust running time to improve on-time performance
35	Fullerton - Costa Mesa via Brookhurst Street		Running Time Adjustments	Running Time Adjustments		1,582	1,113	Yes	SAT & SUN - adjust running time to improve on-time performance
37	La Habra - Fountain Valley via Euclid Street	Running Time Adjustments			107			Yes	WEEKDAY- adjust running time on the first four Southbound morning trips to improve on-time performance
38	Lakewood - Anaheim Hills via Del Amo Boulevard, La Palma Avenue		Running Time Adjustments			1,661		Yes	SATURDAY - adjust running time to improve on-time performance
42	Seal Beach - Orange via Seal Beach Boulevard, Los Alamitos Boulevard, Lincoln Avenue		Running Time Adjustments	Running Time Adjustments		3,181	2,412	Yes	SAT & SUN - adjust running time to improve on-time performance
43	Fullerton - Costa Mesa via Harbor Boulevard	Trip Adjustments			45			Yes	WEEKDAY - adjust the 441am Southbound trip nine minutes earlier to improve on-time performance
46	Los Alamitos - Orange via Ball Road, Taft Avenue	Running Time Adjustments			2,150			Yes	WEEKDAY - adjust running time to improve on-time performance
47	Fullerton to Balboa via Anaheim Boulevard, Fairview Street	Running Time Adjustments			6,430			Yes	WEEKDAY - adjust running time to improve on-time performance
50	Long Beach - Orange via Katella Avenue	Trips Adjustments			60			Yes	WEEKDAY - adjust the 400pm Westbound trip with additional running time to improve on-time performance
53	Anaheim - Irvine via Main Street	Running Time Adjustments			6,377			Yes	WEEKDAY - adjust running time to improve on-time performance
54	Garden Grove - Orange via Chapman Avenue	Trip Adjustments			11			Yes	WEEKDAY - adjust the 722pm Eastbound trip three minutes earlier to improve on-time performance

ATTACHMENT A

June 2017 Bus Service Change Program Summary

Service Change Description					Estimated Riders Affected			Title VI Minority	
Line	Serving	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Route	Comments
REGULAR SERVICE CHANGE ADJUSTMENTS									
55	Santa Ana - Newport Beach via Standard Avenue, Bristol Street, Fairview Street, 17th Street	Trips Adjustment			101			Yes	WEEKDAY - adjust the 756am Southbound trip three minutes earlier and added four additional minutes of running time to the 306pm Northbound trip to improve on-time performance
57	Brea - Newport Beach via State College Boulevard, Bristol Street	Trip Adjustments			77			Yes	Weekday - adjust the 151pm Southbound trip three minutes later to improve transfer connection with Foothill Transit Line 286
60	Long Beach to Tustin via Westminster Avenue, 17th Street	Running Time Adjustments			5,427			Yes	WEEKDAY - adjust running time to improve on-time performance
66	Huntington Beach - Irvine via McFadden Avenue, Walnut Avenue	Running Time Adjustments	Running Time Adjustments	Running Time Adjustments	6,020	4,382	3,535	Yes	ALL DAYS - adjust running time to improve on-time performance
71	Yorba Linda - Newport Beach via Tustin Avenue, Red Hill Avenue, Newport Boulevard	Running Time Adjustments			2,015			Yes	WEEKDAY - adjust running time to improve on-time performance
76	Huntington Beach - John Wayne Airport via Talbert Avenue, MacArthur Boulevard	Trip Adjustments			15			Yes	WEEKDAY - adjust the 510pm Westbound trip five minutes earlier to resolve operations issue
79	Tustin - Newport Beach via Irvine Boulevard, Culver Drive, University Avenue	Schedule Adjustments & Timepoint Change	Timepoint Change	Timepoint Change	1,372	570	445	Yes	WEEKDAY - adjust schedule to even out the headway ALL - remove Eastbluff as a public timepoint
83	Anaheim - Laguna Hills via Interstate 5, Main Street		Schedule Adjustments	Schedule Adjustments		1,285	889	Yes	SAT - adjust schedule to reduce one vehicle SUN - adjust schedule to improve on-time performance
89	Mission Viejo - Laguna Beach via El Toro Road, Laguna Canyon Road	Trip Adjustments	Trip Adjustments	Trip Adjustments	19	26	23	No	WEEKDAY - adjust the 959am Northbound trip five minutes earlier to improve transfer connection with Line 177 SAT & SUN - adjust the 1249pm Southbound trip with five additional minutes of running time to improve on-time performance
90	Tustin - Dana Point via Irvine Center Drive, Moulton Parkwa, Golden Lantern Street	Trips Adjustment	Running Time Adjustments		39	437		No	WEEKDAY - adjust the 740am Eastbound trip 9 minutes earlier to improve on-time performance SAT - adjust running time to improve on-time performance; eliminate the last Eastbound trip due to low ridership and to maintain within allocated resources
91	Laguna Hills - San Clemente via Paseo De Valencia, Camino Capistrano, Del Obispo Street		Running Time Adjustments			651		No	SAT- adjust running time to improve on-time performance

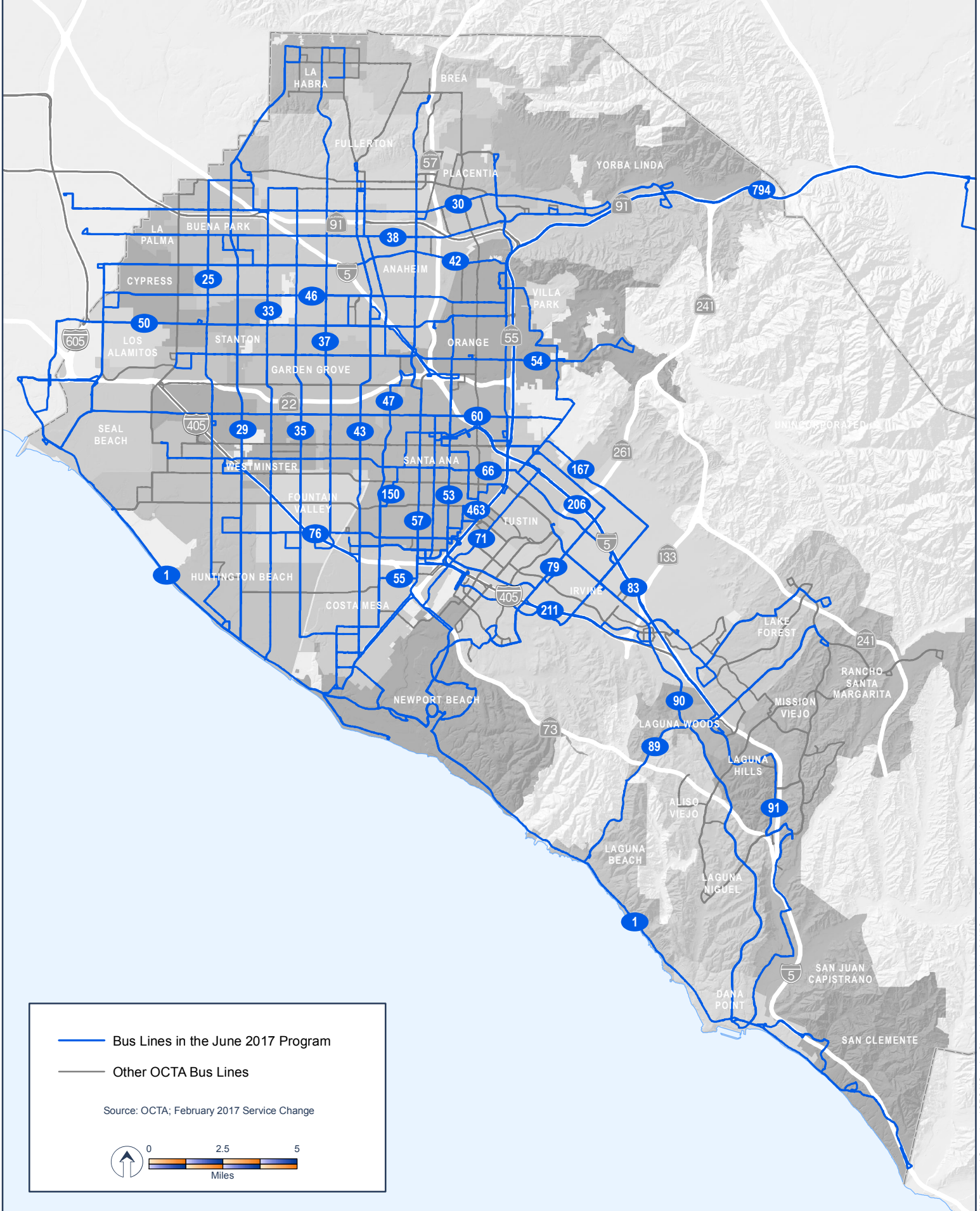
June 2017 Bus Service Change Program Summary

Service Change Description					Estimated Riders Affected			Title VI Minority	
Line	Serving	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Route	Comments
REGULAR SERVICE CHANGE ADJUSTMENTS									
150	Santa Ana to Costa Mesa via Fairview Street, Flower Street	Trips Adjustment			70			Yes	WEEKDAY - adjust the 702am Clockwise trip with additional two minutes of running time and additional four minutes to the 234pm Counter Clockwise trip to improve on-time performance
167	Orange - Tustin via Tustin Avenue, Hewes Street, Bryan Avenue	Running Time Adjustments			672			No	WEEKDAY - adjust running time to improve on-time performance
206	Santa Ana - Lake Forest Express via Interstate 5	Trip Adjustments			13			Yes	WEEKDAY - adjust the 319pm Northbound trip with ten additional minutes of running time to improve on-time performance
211	Huntington Beach - Irvine Express via Interstate 405	Running Time Adjustments			97			No	WEEKDAY - adjust running time to improve on-time performance
463	Santa Ana Regional Transportation Center - Hutton Centre via Sunflower Avenue	Running Time Adjustments			92			No	WEEKDAY - adjust running time to improve on-time performance
794	Riverside/Corona to South Coast Metro Express	Running Time Adjustments			55			No	WEEKDAY - adjust running time to improve on-time performance in eastbound direction
Estimated Riders Affected:					33,047	15,926	8,417	24	

June 2017 Bus Service Change System Map

Schedule and Route Adjustments

ATTACHMENT B





COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: *Laurena* Weinert, Clerk of the Board
Subject: Award of Agreement for Engine Installation Kits

Transit Committee Meeting of April 13, 2017

Present: Directors Do, Jones, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendations

- A. Approve the selection of Complete Coach Works as the firm to provide the engine installation kits.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$3,091,616, for engine installation kits.



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Award of Agreement for Engine Installation Kits

Overview

The Orange County Transportation Authority currently operates 97 New Flyer compressed natural gas-powered buses which are eligible for a midlife bus engine overhaul. The award of an agreement for the engines has already been approved by the Board of Directors. The replacement engine requires additional components for the new configuration and installation. Staff is requesting approval to execute an agreement for this purchase.

Recommendations

- A. Approve the selection of Complete Coach Works as the firm to provide the engine installation kits.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$3,091,616, for engine installation kits.

Discussion

The Orange County Transportation Authority (OCTA) operates a sub-fleet of 98 2007/2008 New Flyer compressed natural gas (CNG)-powered buses which are eligible for a midlife bus engine overhaul. These buses are exceeding 250,000 to 300,000 miles of operation. The purchase of the engines was approved by the Board of Directors (Board) on October 13, 2016, and a prototype has already been installed in the first bus. The replacement engine requires additional components for the new configuration and installation.

The engine installation kits (KITS) consist of materials and components regularly required during a midlife engine repower program including: motor mounts, air dryer, drivelines, radiators, charge-air-coolers, plumbing, heat exchangers,

electric generators, voltage regulators, hydraulic pumps, and hydraulic fan motors. In addition, brackets, access doors, vents, and other materials are required to displace the excess heat generated by the larger 12-liter combined muffler and catalytic converter.

The KITS will be used on the installation of the Cummins 8.9-liter ISL-G Near Zero CNG-powered engine with closed crankcase ventilation and a three-way catalyst used to reduce emissions even further than the standard ISL-G engine. The California Air Resources Board has certified the Cummins ISL-G Near Zero CNG-powered engine at below 0.02 grams nitrogen oxide (NOx) per brake horsepower-hour. The ISL-G Near Zero CNG-powered engine reduces NOx by 90 percent and greenhouse gases by nine percent compared to the standard ISL-G CNG-powered engine.

On August 18, 2016, the Mobile Source Air Pollution Reduction Review Committee (MSRC) awarded OCTA \$1.47 million in grant funds to support this project. The MSRC grant award will supplement available federal funding to complete the midlife engine overhaul on the 97 buses and one prototype.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bidding process.

On January 23, 2017, the Board authorized the release of Invitation for Bids (IFB) 7-1507 to select a firm to provide KITS. The IFB 7-1507 was issued electronically on CAMM NET and advertised on January 23 and 30, 2017, in a newspaper of general circulation. A pre-bid conference was held on February 2, 2017, with one attendee. Five addenda were issued to post the pre-bid conference sheets, respond to questions related to the IFB, and provide clarification to bidders. On March 7, 2017, one bid was received and publicly opened.

The bid was reviewed by staff from Contracts Administration and Materials Management (CAMM) department and the Transit division to ensure compliance with the bid, legal requirements, and technical specifications. The bidder and bid amount are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Complete Coach Works Riverside, California	\$3,091,616

In accordance with OCTA procurement policies and procedures, a single bid received for a procurement over \$50,000 requires OCTA Internal Audit Department (Internal Audit) to conduct a review to determine if there was adequate competition. Based on Internal Audit's review, the procurement was handled in a fair and competitive manner. In addition, CAMM contacted several vendors from the bid list to inquire why they did not submit bids. The firms stated that they did not submit a bid due to several reasons including risk involved with the warranty and parts, not having the resources needed to designate to this specific project, and not being able to provide competitive pricing.

The purchase order will be for a one-year term with a firm-fixed cost of \$31,872.33 per kit for specified engine parts. The IFB requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Complete Coach Works.

Fiscal Impact

The project is included in the approved OCTA Fiscal Year 2016-17 Budget, Transit Technical Services, Account 2114-9024-D2108-02A, and is funded through Federal Transit Administration Section 5339 Bus and Bus Facilities Grant No. CA-2016-031, and MSRC grant funds.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between OCTA and Complete Coach Works, in the amount of \$3,091,616, for the purchase of KITS required for the engine replacement program intended for the midlife bus overhaul program.

Attachment


None.

Prepared by:



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714-560-5975

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
714-560-5623



COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: *Laurena* Laurena Weinert, Clerk of the Board
Subject: Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar

Transit Committee Meeting of April 13, 2017

Present: Directors Do, Jones, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

This item was passed by the Members present.

Director Tait voted in opposition.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar

Overview

A cooperative agreement was executed in 1994 with the City of Santa Ana for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center commuter/intercity rail station. An amended and restated cooperative agreement is necessary to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original agreement was executed, and to include provisions for the incorporation of the OC Streetcar.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.

Discussion

In 1994, the Orange County Transportation Authority (OCTA) executed Cooperative Agreement No. C-94-859 (Agreement) with the City of Santa Ana (City) for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center (SARTC) commuter/intercity rail station. Since the cooperative agreement was executed, additional improvements have been made to the SARTC commuter/intercity rail station, including, but not limited to, a parking structure, pedestrian bridge, and an additional station platform.

With the identification of SARTC as the terminus station of the OC Streetcar project (Project), which provides an important connection between Metrolink and Amtrak services and the cities of Santa Ana and Garden Grove, a series of improvements are required to accommodate the Project. These improvements

include tracks, a station platform, ticket vending machines, lighting, and the overhead contact system. The improvements will also include a traction power substation at SARTC that was originally proposed at West Garfield Street and Santa Ana Boulevard.

Given the above modifications that have occurred since the agreement execution, an amended and restated Agreement is appropriate to:

- Restate the provisions for the maintenance and security of the SARTC commuter/intercity rail station as it relates to service, including the improvements made since the execution of the original agreement.
- Set forth additional provisions for the use of SARTC for the design, construction, operations, and maintenance (O&M) of the Project.

Amending and restating the Agreement addresses all O&M responsibilities for the SARTC commuter/intercity rail station and the Project's elements at SARTC.

Consensus has been reached between OCTA and the City on the specific terms and conditions of the amended and restated Agreement, and the following provides a summary of the key provisions:

- OCTA is responsible for the O&M of specific commuter rail/intercity rail facilities including, but not limited to, the tracks, signage, ticket vending machines, and other facilities.
- OCTA is responsible for the O&M of all the Project's facilities, including tracks, a station platform, an overhead contact system, bumping posts, a traction power substation, and other streetcar supporting infrastructure within proposed easement areas yet to be negotiated.
- The City is responsible for the O&M of all other facilities at SARTC not specifically defined as an OCTA responsibility.
- The City and all third parties must secure a permit from OCTA when working within controlled work access limits around the streetcar facilities, generally ten feet from the overhead contact system (poles, span wires, and contact wire) and within four feet of any rail.
- The City and all third parties must secure a permit from the Southern California Regional Rail Authority when working within the OCTA right-of-way (ROW).

The proposed amended and restated Agreement identifies the location of one of the Project's traction power substations (TPSS) on the SARTC property. While the location of the TPSS on SARTC property was a decision reached by OCTA and the City for operational efficiencies during the 60 percent design, it was not included in the environmental impact report (EIR) approved by the City in January 2015. As a result, documentation of environmental re-evaluation for the

change is required. Pursuant to the California Environmental Quality Act (CEQA), an addendum is the appropriate documentation if a project requires changes or additions to a previously approved EIR that are minor in nature. CEQA requires the OCTA Board of Directors (Board) to consider information provided in the addendum prior to taking an action to amend and restate the Agreement.

In addition to the revised location of the TPSS, there were a few other minor physical design and operations modifications that were made to the Project during 60 percent design. Staff conducted additional analyses to determine if the minor design modifications result in any new environmental effects or increase the impact of the previously identified significant effects. EIR Addendum No. 2, prepared in February 2017, included environmental analyses related to noise and vibration, cultural and historic, visual impact, and traffic (Attachment B). Similar to the conclusions of the EIR addendum at completion of 30 percent design in July 2016, EIR Addendum No. 2 concluded that there were no new significant environmental effects that were not previously analyzed as part of the approved EIR. A summary of design modifications that were analyzed in the EIR addendum are listed below:

- Shifted track alignment to the center of the former Pacific Electric ROW (PE ROW) to avoid noise and vibration impacts to adjacent residential properties;
- Expanded project footprint to include minor street and sidewalk improvements, resulting in an expansion of the Project Area of Potential Effects for Cultural and Historic Resources environmental analysis;
- Modified train operating speed (45 to 44 miles per hour) in the PE ROW;
- Implementation of additional traffic signal priority along the Project route at the Main Street, Broadway, and Bristol Street intersections; and
- Revised location of TPSS No. 4 to the north side of the parking structure at SARTC, formerly proposed at the northeast corner of Santa Ana Boulevard/North Garfield Avenue.

Next Steps

Pending Board approval, the draft restated and amended Agreement and EIR Addendum No. 2 will be advanced to the Santa Ana City Council for review and approval. Additionally, OCTA will be securing easements from the City for the OC Streetcar infrastructure and facilities on the SARTC property.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority

and the City of Santa Ana, for the operations and maintenance of the Santa Ana Regional Transportation Center commuter/intercity rail station and the OC Streetcar project.

Attachments

- A. City of Santa Ana Cooperative Agreement No. C-94-859 Fact Sheet
- B. Addendum No. 2 to the Environmental Impact Report for the Santa Ana/Garden Grove Fixed Guideway Project Orange County, California

Prepared by:



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Approved by:



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Virginia Abadessa
Director, Contracts Administration and
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**City of Santa Ana
Cooperative Agreement No. C-94-859
Fact Sheet**

1. October 17, 1994, Cooperative Agreement No. C-94-859, \$440,300, approved by the Board of Directors (Board).
 - The Orange County Transportation Authority entered into Cooperative Agreement No. C-94-859 with the City of Santa Ana (City) to set forth the provisions for the design, construction, maintenance, and security for improvements to the existing Santa Ana Regional Transportation Center commuter/intercity rail station.
2. April 24, 2017, Amended and Restated Cooperative Agreement No. C-94-859, \$0, pending Board approval.
 - Amend and restate the cooperative agreement to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original cooperative agreement was executed, to include provisions for the incorporation of the OC Streetcar system.

Total committed dollar amount to the City after approval of Amended and Restated Cooperative Agreement No. C-94-859: \$440,300.

**Addendum No. 2 to the Environmental Impact Report
for the
Santa Ana/Garden Grove Fixed Guideway
Project
Orange County, California**

SCH No. 2010051060

Prepared For:

Orange County Transportation Authority

550 S. Main Street
Orange, CA 92868
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Prepared By:

HDR Engineering, Inc.

3230 El Camino Real, Suite 200
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February 2017

1. INTRODUCTION

This Environmental re-evaluation and Addendum to the Santa Ana/Garden Grove Fixed Guideway Project (Project) Final Environmental Impact Report (EIR) has been prepared to address minor design modifications to the Project resulting from engineering refinements in advancing Preliminary Engineering (30%) design to 60% design. These minor changes include physical and operational improvements.

The California Environmental Quality Act (CEQA) requires that if there are minor technical changes or additions to a project and no new or substantially more severe significant effects result, an Addendum to an approved EIR must be prepared. This Addendum describes design modifications that the Orange County Transportation Authority (OCTA) is proposing for the Project and summarizes the evaluation of how these minor changes affect the previous environmental analysis contained in the EIR.

Section 15164(a) of the CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

If major revisions of the EIR are not necessary and none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred, CEQA mandates that an addendum be prepared.

2. BACKGROUND

The Project is an approximately 4-route mile modern streetcar line that will connect the Santa Ana Regional Transportation Center (SARTC) to Downtown Santa Ana and a new transportation hub located near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove.

Construction and operation of the Project (the adopted Locally Preferred Alternative, or "LPA") was approved by the Federal Transit Administration (FTA) in a Finding of No Significant Impact (FONSI), dated March 10, 2015 based on the findings of the Revised Environmental Assessment (EA) (January 2015), pursuant to the National Environmental Policy Act (NEPA). The City of Santa Ana certified the EIR (State Clearinghouse #2010051060) in January 2015, which was subsequently adopted by OCTA. OCTA is a CEQA "Responsible Agency" as defined by CEQA Guideline 15381. Pursuant to CEQA Guideline 15381, "Responsible Agency" means "a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration."

The approved Project was based on a conceptual level of engineering. Subsequent to Project approval in 2015, OCTA has taken the lead in advancing the design and implementation of the Project to 30% design. As part of this design phase, OCTA proposed some modifications to the Project as it was defined and analyzed in the EIR. The modifications are comprised of physical and operational improvements, and are partly derived from value engineering and risk workshops conducted in 2015, as well as design coordination with OCTA's partner cities and stakeholders. An Environmental Re-evaluation and CEQA Addendum was prepared and presented by OCTA staff to the OCTA Board of Directors in July 2016.

The Project has since advanced to the completion of 60% Design in December 2016. The 60% design includes minor physical and operational modifications due to design refinement for the Project and consideration of risk register updates performed by the Project team in a workshop conducted in 2016.

The design modifications at 30% design and 60% design are not anticipated to result in changes to the maintenance plan for the Project.

3. DESCRIPTION OF DESIGN MODIFICATIONS

The following describes the proposed design modifications that are the basis of evaluation in this Addendum #2. Table 1 provides a listing of design updates comparing the description of Project features in the EIR, the revised description of Project features resulting from design modifications at the 30% design (which was addressed in an EIR Addendum dated June 2016, hereafter "Addendum #1"), and additional modifications from the 60% design which are the basis of analysis in this Addendum #2.

The corresponding figures for each modification as a result of advancing preliminary engineering (30% design) to 60% design are referenced in Table 1 and are attached to this Addendum #2. Figure 1A provides an overview of the proposed traffic signal prioritization areas. Figure 2A provides a figure of the proposed track shift. Figure 10A and Figure 10B depict the proposed relocated traction power substation (TPSS) unit 4 to SARTC.

Table 1. Project Description Comparison of Approved Project (2015 EIR), Modifications (30% Design Revisions – May 2016) and Additional Modifications (60% Design Revisions – December 2016)

Update ID	Project Description			Figure
	Approved Project in 2015 EIR	30% Design – May 2016 (Addressed in EIR Addendum #1 June 2016)	60% Design – December 2016 (Subject of Addendum #2)	
1	Single-track bridge across the Santa Ana River south of the existing historic bridge.	Double-track bridge across the Santa Ana River; north of the existing historic bridge. The double-track bridge is the same distance away from the historic bridge as the single-track bridge.	No Change	N/A
2	Track positioned in the center of the former Pacific Electric Right-of-Way (PE ROW).	Track shifted to the northern side of the PE ROW; no private property is required.	Track shifted to the center of the PE ROW starting from 140-ft east of SAR Bridge to 5 th Street at-grade crossing resulting in a slight track shift to the southern side of the PE ROW between 5 th Street at-grade crossing and the Maintenance and Storage Facility (MSF), no private property is required.	Figure 2A
3	At-grade Santa Ana River Trail crossing on the West Bank.	Provision of a Santa Ana River Trail undercrossing at the West Bank by including an extra span on the Santa Ana River bridge	No Change	N/A
4	Streetcar Maximum Speed of 35 mph in PE ROW	Streetcar Maximum Speed of 45 mph in PE ROW	Streetcar Maximum Operating Speed of 44 mph in PE ROW	N/A
5	Willowick Station Stop within PE ROW.	No Willowick Station Stop within the PE ROW.	No Change.	N/A
6	Side platforms at Harbor Blvd., Fairview St. (staggered, farside), and Raitt St., farside Bristol St. eastbound, farside Ross St. westbound, stops at Broadway and Main.	Center platforms at Harbor Blvd., Fairview St., and Raitt St., nearside Bristol St. westbound, nearside Ross St. westbound, stops at Sycamore (farside westbound, farside eastbound), No private property is required for the platforms.	No Change	N/A
7	Double crossover west of Maintenance and Storage Facility (MSF), turnout and tail track beyond Santa Ana Regional Transportation Center (SARTC) platform.	Single crossovers on both sides of the MSF, revised MSF track layout, single crossovers on both ends of downtown couplet, double-crossover prior to SARTC platform.	No Change	N/A
8	No consideration for traffic signal priority for the streetcar.	Traffic signal priority at all traffic signals along the route except for Main St., Broadway, and Bristol St. The TSP extends a green phase or shortens an opposing green phase by as much as 20 seconds.	Traffic signal priority at all traffic signals along the route including Main St., Broadway, and Bristol St. The TSP extends a green phase or shortens an opposing green phase by as much as 20 seconds.	1A
9	Tied-Arch Bridge at Westminster Avenue	Concrete Box Girder Bridge at Westminster Avenue	No Change	N/A

Update ID	Project Description			Figure
	Approved Project in 2015 EIR	30% Design – May 2016 (Addressed in EIR Addendum #1 June 2016)	60% Design – December 2016 (Subject of Addendum #2)	
10	Santa Ana Blvd. from Flower St. to Raitt St. maintained as a four-lane street (two lanes in each direction with streetcar in the outside lanes).	Santa Ana Blvd from Flower St. to Raitt St. with a raised 4-ft median and re-striped as a two-lane street (one lane in each direction) with left and U-turns allowed only at signalized intersections and striped bike lanes. No private property is required.	No Change	N/A
11	Santa Ana Blvd. from French St. to Flower St. with three-lanes westbound.	Santa Ana Blvd. from French St. to Flower St. with two-lanes westbound and a protected bike lane on the north side of the street. No private property is required.	No Change.	N/A
12	Six traction power substations (TPSS) located at the following locations: (1) At Harbor Blvd.; (2) At Susan St. (outside PE ROW); (3) On east side of Santa Ana River (outside of PE ROW); (4) At Pacific Ave.; (5) In a parking structure at 5 th and Main; and (6) On south side of Santa Ana Blvd at Garfield St.	Elimination of two TPSS to result in a total of four TPSS for the Project, with the following revised locations. No private property is required: (1) On south side of Westminster Ave in the PE ROW; (2) At the Maintenance and Storage Facility (MSF) site; (3) On north side of Santa Ana Blvd east of Parton St.; and (4) On north side of Santa Ana Blvd and N. Garfield St. Locations 1 and 2 are within the ROW previously cleared. Locations 3 and 4 are identified on the updated APE.	No change to the number of TPSS or locations, with the exception of TPSS (4) as described below. No private property is required: (4) On north side of the parking structure at Santa Ana Regional Transportation Center (SARTC), adjacent to Santiago Street Location 4 is within the ROW previously cleared in certified EIR.	10A and 10B
13	Appendix P to the EIR, the Drainage Technical Report, indicate storm drain improvements on many streets outside the project alignment.	Modification of scope of drainage improvements to rely less on connections to storm drain network and use surface conveyance in streets to maintain existing drainage patterns to the maximum extent practicable while addressing surface storm water drainage needs generated by the Project, or change in drainage patterns caused solely by the Project.	No Change	N/A
14	Single contact wire in PE ROW.	Two-wire catenary in the PE ROW.	No Change.	N/A
15	No provision for underground fiber optics cable	Underground fiber optics cable (communications) from SARTC to OCTA Garden Grove Bus Annex north of PE ROW, approximately 1500 feet west of Harbor Blvd	No Change.	N/A

Physical Improvements: The modifications from 60% design would result in the following changes to Project features from 30% design:

- 1) Track shifted to the center of the PE ROW starting from 140-ft east of Santa Ana River (SAR) Bridge to 5th Street at-grade crossing resulting in a slight track shift to the southern side of the PE ROW between 5th Street at-grade crossing and the Maintenance and Storage Facility (MSF), no private property is required. The Project footprint is not affected by this change.
- 2) Revised location of the TPSS unit. 4 formerly proposed at the north east corner of Santa Ana Blvd. and N. Garfield Ave. to the north side of the parking structure at SARTC, adjacent to N. Santiago Street. The Project footprint is not affected by this change.
- 3) Minor project footprint modifications and anticipated revised construction limits result from the process of advancement of 30% design to 60% design due to the following Project elements:
 - a) Trenching in the public right-of-way (ROW) for drainage improvements and utility connections at West 5th Street;
 - b) Paving, striping, signing, curb ramp and driveway approach improvements at N. Harbor Boulevard (Blvd.), N. Western Avenue (Ave.), N. Forest Street (St.), N. Pacific Ave., N. Hesperian St., N. Bristol St., N. Baker St., N. Spurgeon St., French St., N. Minter St., 4th St., E. Santa Ana Blvd., and Santiago St.;
 - c) Temporary Construction Easements (TCE) for a maintenance road turnaround on the east side of the SAR;
 - d) Sidewalk paving re-construction at Nova Academy on the corner of Ross Street and 4th St.; and
 - e) Anticipated improvements at the driveway approach to the County of Orange Sherriff's Department Complex on W. Santa Ana Blvd.

Operational Improvements: The modifications from 60% design would result in the following changes to the Project's operations from 30% design:

- 1) Reducing the maximum speed within the PE ROW from 45 miles per hour (mph) to 44 mph.
- 2) Implementation of Traffic Signal Priority (TSP) at all traffic signals along the route including at Main Street, Broadway, and Bristol Street.

4. ENVIRONMENTAL ANALYSIS OF DESIGN MODIFICATIONS

To evaluate whether the proposed design modifications would result in a new significant impact, increase in the severity of an impact, or require new mitigation measures, OCTA undertook environmental review and where needed, conducted a technical analysis of each Project feature update. The following technical reports were prepared as part of this analysis and are included as attachments to this Addendum #2:

- Visual Impact Analysis Re-evaluation Technical Memo Update, (HDR, February 2017) (Appendix A)
- Cultural Resources Technical Memo Update (HDR, February 2017) (Appendix B)
- Traffic Study Addendum v4 (IBI Group, February 2017) (Appendix C)
- Noise and Vibration Technical Addendum (HDR, February 2017) (Appendix D)

The technical analysis was coordinated with the 60% design work that was progressing on the Project. In some cases, specific design modifications were refined based upon analysis undertaken in the 60% design work.

The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration is needed for further discretionary approval. A summary of findings from the re-evaluation of each of the environmental issue areas that were analyzed in the EIR are described below.

Effects Determined Not Adverse

The EIR identified the following environmental resource areas that would not be impacted by the proposed Project: coastal zones, wetlands and navigable waterways, ecologically sensitive areas, and endangered and/or threatened plant and animal species.

The proposed four minor design modifications would not significantly impact these resources as these resources are not present within, or in proximity to, the limits of disturbance associated with implementation of the design modifications. No additional impacts would occur to these environmental resources and the conclusion that the Project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Land Use and Zoning

The potential land use and zoning impacts (including agricultural and forestry resources) associated with the construction and operation of the Project were evaluated in the EIR. Since the certification of the EIR, there have been no changes to the land use or zoning environment, and the fundamental characteristics of the Project as evaluated in the EIR have not changed. The EIR concluded that impacts related to land use and zoning and agricultural and forestry resources were determined to be less than significant. No mitigation measures were required.

The proposed four minor design modifications would not change the fundamental characteristics of the Project. The proposed Project design modifications would not expand or increase the development footprint in such a manner as to create a land use or zoning impact, and there are no agricultural or forestry resources located within the construction footprint. Both the construction and operations of the Project would be similar to the Project as evaluated in the EIR. No additional land use and zoning impact would occur and the conclusions that the Project would not result in a significant land use and zoning impact as identified in the EIR remain accurate.

Land Acquisition and Displacements

This environmental resource issue area is only applicable to the analysis pursuant to NEPA, and no further analysis is warranted in this Addendum #2. In addition, no additional displacements are anticipated by the design changes.

Section 4(f) Resources

This environmental resource issue area is only applicable to the analysis pursuant to NEPA, and no further analysis is warranted in this Addendum #2.

Community Effects and Environmental Justice

This section of the EIR includes an evaluation of potential impacts associated with fire protection, police protection, schools, parks, and other public facilities. The EIR determined that impacts to fire and police protection would be less than significant, and that there would be no impact to schools, parks or other public facilities. The design changes do not involve any modifications to the characteristics of the project that would affect any of these facilities. Both the construction and operations of the Project would be similar to the Project as evaluated in the EIR. No additional community effects impact would occur and the conclusions that the Project would not result in a significant community effects impact as identified in the EIR remain accurate.

Visual Quality

The potential visual quality impacts associated with the construction and operation of the Project were evaluated in the EIR. The EIR determined that the Project would result in less than significant impacts to visual quality including scenic vistas, scenic resources, or aesthetic features, or substantially degrade the existing visual quality or character of the

area. Since the certification of the EIR, there have been no changes to the aesthetic environment of the Project as evaluated in the EIR. However, as described under "Description of Design Modifications" there is an additional design modification resulting from 60% design development that has been determined to potentially affect visual resources, and therefore further visual analysis evaluation was performed to address the revised location of TPSS unit 4 at SARTC.

In order to address the potential visual quality impact associated with the proposed new location of TPSS unit 4, a supplemental visual impact analysis was prepared (see Visual Impact Analysis Re-evaluation Technical Memo Update, Appendix A). The purpose of the analysis was to identify any changes to visual effects that were previously disclosed in the EIR.

The supplemental visual impact analysis update concludes that no new significant visual impacts and no increase in the severity of an impact would result as compared to the Project as evaluated in the EIR. No additional visual quality impact would occur and the conclusions that the Project would not result in a significant visual quality as identified in the EIR remain accurate.

Cultural Resources

In July of 2016, HDR performed a cultural resources technical analysis re-evaluation in response to advancements in engineering by the OCTA Project. The purpose of that 2016 analysis was to identify whether any of the proposed minor design modifications to the adopted Locally Preferred Alternative (LPA) would affect the previous findings regarding cultural resources (both historic and archaeological) within the previously-approved Area of Potential Effects (APE), and the revised APE to reflect design modifications. That updated cultural resources analysis confirmed that the proposed engineering refinements to the Project did not change the previous conclusions regarding cultural resources and Federal Transit Administration (FTA) recommended that there would be no adverse effects within the expanded APE under NEPA and a less than significant impact would remain the finding for the design modifications within the expanded APE under CEQA. The sensitivity of the area for archaeological resources and the recommendation for archaeological monitoring to be conducted for earth-disturbing activities that could encounter previously undisturbed soils remained unchanged and consistent with the 2015 EA/EIR.

On October 14, 2016, the California State Historic Preservation Officer (SHPO) concurred with the findings of that Cultural Resources Technical Memo Update (OHP reference number FTA111011B, see Appendix B, Attachment A). In regard to the revised APE, the SHPO noted that "the APE should include the entirety of individual resources and historic properties located within it. As shown on sheet 4 of 15 of the APE, only part of the Pacific Electric Railroad Bridge (P-30-161847) is located within the APE. The APE should be expanded to include the whole property."

The Project has since advanced with the completion of the 60% design. OCTA, as the agency responsible for design and implementation of the Project, is again proposing minor design modifications to the adopted LPA comprised of four physical and operational improvements. The design modifications were reviewed against their potential to affect the previous findings regarding cultural resources (both historic and archaeological) within the previously-approved APE, and, where necessary, the APE was revised to reflect these design modifications. An update to the cultural resources technical analysis re-evaluation was completed (see Appendix B).

Physical improvement 1) The track shift occurs within the existing APE and there are no previously identified cultural resources in this area east of the SAR Bridge. As such, this proposed design modification does not directly or indirectly affect the existing cultural resource findings since it will not have a visible and/or audible or atmospheric impact or vibration impacts from construction on any previously identified historic property, nor necessitate a change in the APE.

Physical improvement 2) The change of TPSS unit 4 location is to a new location within the existing APE limits (within APN 398-351-04, Sheet 15 of 15 of the APE map). The TPSS sites for the Project are described as small mundane utilitarian elements intended to match the existing setting within the APE. The TPSS sites would be visually consistent

with other objects and equipment located along the sidewalks and ROW, such as generators and telecommunication equipment. Since, TPSS unit 4 will be constructed adjacent to an existing parking structure at the modern SARTC facility, it will not have a visible and/or audible or atmospheric impact or vibration impact from construction on any previously identified historic property, nor necessitate a change in the APE.

Area of Potential Effects (APE) The only impacts to the APE result from footprint modifications and anticipated revised construction limits resulting from advancement of 30% design to 60% design modifications which include trenching in public streets for drainage improvements, utility connections, paving, striping, signing, curb ramp and driveway approach improvements, the addition of a TCE for a maintenance road turnaround on the east side of the SAR, sidewalk paving re-construction to match existing at Nova Academy on the corner of Ross Street and 4th Street (APN 398-221-19), and anticipated improvements at the driveway approach to the County of Orange Sheriff's Department Complex and specifically the parcel containing the Orange County Coroner's Office on W. Santa Ana Boulevard (APN 405-201-13). As a result, the APE was expanded to include consideration of effects on adjacent parcels APN 405-201-13 and APN 398-221-19. An additional change to the APE was made in response to the SHPO's 2016 comments regarding the inclusion of the entirety of individual resources and historic properties located within it. Minor updates have also been made to the APE in response to comments received from the SHPO in October 14, 2016 regarding the comment to include of the entirety of the Pacific Electric Railroad Bridge (P-30-161847). The current APE map set is included in Appendix B, Attachment B, and updates are reflected on Sheets 2, 4, 6, 7, 8, 10, 12, 13, and 15.

Identification of Historic Properties The areas of the expanded 2017 APE do not include any newly identified historic properties since the 2014 survey, and what was included in the 2015 APE. None of the properties added to the expanded APE are 50 years of age or older.

- Nova Academy (APN 398-221-19) built in 2005
- Orange County Coroner's Office (APN 405-201-13) built in 1981

Conclusion

Minor updates have been made to the APE in response to comments received from the SHPO in October 14, 2016 regarding the comment to include of the entirety of the Pacific Electric Railroad Bridge (P-30-161847) within the APE of the Project, and to address expanded limits of construction for minor surface improvements and utility trenching and consideration of adjacent parcels to paving re-construction at Nova Academy and anticipated driveway approach improvements at the County of Orange Sheriff's Department Complex (and specifically on the APN containing the Orange County's Coroner Office).

The expanded 2017 APE does not include any newly identified historic properties from what has been previously reported for the Project. None of the parcels added to the expanded 2017 APE contain buildings that are 50 years of age or older.

Indirect visual and/or audible atmospheric impacts or vibration impacts from changes in construction have been considered in this assessment. There are no known archaeological resources eligible for listing in the NRHP located within the expanded 2017 APE.

The current cultural resources analysis confirms that the proposed engineering refinements to the project do not change the previous conclusions regarding cultural resources. No adverse effects are expected for the design modifications under NEPA. Under CEQA, a less than significant impact would remain the finding for the design modifications. The sensitivity of the area for archaeological resources and the recommendation for archaeological monitoring to be conducted for earth-disturbing activities that could encounter previously undisturbed soils remain unchanged and will remain consistent with the 2015 EA/EIR.

Geology, Soils, and Seismicity

The potential geology, soils, and seismicity impacts associated with the construction and operation of the Project were evaluated in the EIR. Since the certification of the EIR, there have been no changes to the geological, soils or seismic environment or changes to the characteristics of the proposed Project as evaluated in the EIR that would affect these resources. The EIR concluded that impacts related to geologic and seismic hazards were less than significant and that no mitigation measures are required. No additional geology, soils, and seismicity impact would occur and the conclusions regarding no significant impacts identified in the EIR remain accurate.

Hazardous Materials

The potential hazardous materials impacts associated with the construction and operation of the Project was evaluated in the EIR. Since the certification of the EIR, there have been no changes to the hazardous materials environment or changes to the characteristics of the proposed project as evaluated in the EIR that would affect hazardous materials. As previously identified in the EIR, the Project would require limited acquisition of property which could have the potential to contain hazardous materials. Three properties identified as potentially hazardous sites would be acquired as part of Operations & Maintenance (O&M) Facility Site B (which is the currently proposed location for the O&M facility). As described in the EIR, a detailed Phase I Environmental Site Assessment would be required to ascertain if employees working at the O&M Facility would be exposed to toxic levels of hazardous materials. The EIR recommended implementation of Mitigation Measure HAZ1 to reduce this potential impact to a level less than significant. Because the proposed design modifications do not involve a change with respect to the location of the proposed O&M Facility Site B, the conclusions regarding hazardous materials would remain the same.

The EIR indicates that operation of the streetcar along the Project alignment would not involve the use of hazardous materials. As stated previously, no change to streetcar maintenance activities is proposed as part of the design modifications; therefore, no new significant impact or the increase in the severity of a significant impact would result. The conclusions that the potential hazardous materials impact would be reduced to a level of less than significant with the implementation of Mitigation Measure HAZ1 as identified in the EIR remain accurate.

Traffic and Parking

The potential traffic and parking related impacts associated with the construction and operation of the Project were evaluated in the EIR.

Since the certification of the EIR, there have been some changes to the transportation network within the Project area. Also, as described under "Description of Design Modifications," some of the design modifications were determined to have the potential to impact traffic, and further analysis was warranted. The potential traffic and parking impacts associated with the 30% design changes were addressed in Addendum #1.

However, in order to evaluate the potential traffic impacts associated with the 60% operational design modification of adding Traffic Signal Priority to intersections at Santa Ana Boulevard/Main Street, Santa Ana Boulevard/Broadway, Santa Ana Boulevard/Bristol Street, 4th Street/Broadway and 4th Street/Main Street, an update to the previously-prepared Traffic Study Addendum v2, see Traffic Study Addendum v4 attached as Appendix C. The purpose of the analysis was to identify any additional changes to traffic impacts that were previously disclosed in the EIR and Addendum #1 that are due to the operational design modification with the advancement of engineering since the Project (and conceptual design) was approved in 2015 and further advanced to 30% design and 60% design.

Traffic Signal Priority for the Streetcar. Table 3-7 of the Traffic Study Addendum v4 (see Appendix C) summarizes the delay and corresponding LOS for 2035 Streetcar Conditions, with and without the transit signal priority adjustments, and using Highway Capacity Manual (HCM) Methodology. As shown on Table 3-7, overall intersection delay would change with implementation of Traffic Signal Priority, with minor decreases in delay at some locations, and minor

increases in delay at other locations. However, in no instance would the minor increase in delay result in a new significant impact, or increase in the severity of an impact. All intersections would continue to operate at an acceptable LOS. Table 3-8 summarizes the delay and corresponding LOS for 2035 Streetcar Conditions, with and without the transit signal priority adjustments, and using Intersection Capacity Utilization (ICU) Methodology. As shown in Table 3-8, the application of Traffic Signal Priority to all of the affected intersections would not result in any deterioration of LOS from acceptable to unacceptable.

Based on this supplemental traffic impact analysis of 60% design modifications, no new significant traffic impacts and no increase in the severity of an impact would result as compared to the originally approved Project as evaluated in the EIR. No additional traffic impacts would occur and the conclusion that the Project would result in a less than significant traffic impact as identified in the EIR remains accurate.

Noise and Vibration

A Noise and Vibration Technical Addendum was prepared to address the potential noise and vibration impacts associated with the proposed design modifications (see Appendix D).

Decrease in Speed

Reducing the maximum speed within the PE ROW from 45 mph to 44 mph would have no effect on the streetcar vibration levels.

Centerline Re-Alignment (Alignment Shift)

The proposed modification at 60% design would shift the railroad alignment within the PE ROW. Table K lists the vibration levels calculated by HDR (June 2016) for the 30% design. Only the receptors included within the affected area (PE ROW) are listed.

Table L of the supplement analysis (see Appendix D) lists the distances from the modeled receivers to the 30% design alignment and the distances to the currently proposed 60% design alignment. Table L (see Appendix D) also lists the streetcar operation vibration levels associated with the 30% and 60% design streetcar alignments.

The impact threshold for Land Use Category 2 is 72 VdB and for Land Use Category 3 is 75 VdB. As shown in Table L of Appendix D, the vibration levels are below the impact threshold at all receptor locations. Therefore, no minimization design features are required.

Traction Power Substation Noise Analysis

The 60% design plans move TPSS unit 4 to the Santa Ana Regional Transportation Center (SARTC) on the north side of the parking structure adjacent to Santiago Street. At this location the TPSS unit would be located within 100 feet of the main SARTC structure and 350 feet from the nearest residences.

Table M (see Appendix D) shows the predicted noise level at the TPSS sites assuming the units are specified to have a maximum sound level of 50 dBA at a distance of 50 feet from any surface. As shown, by orienting the TPSS units so that the noise from the HVAC units is directed away from the sensitive uses, the noise levels at all receptors closest to the TPSS units would result in no impacts.

Air Quality

The potential air quality and greenhouse gas emissions (global climate change) impacts associated with both the construction and operation of the proposed Project were evaluated in the EIR. There have been no changes to the air quality environment as evaluated in the EIR. The proposed minor design modifications would change some of proposed improvements within the corridor; however, the general Project construction characteristics as described in the EIR would not be altered in such a manner as to result in an increase in the daily construction emissions, and no new mitigation measures would be required.

In terms of short-term, construction-related air quality impacts, as described in the EIR (and applicable to the Project with the proposed design modifications), construction activities would be completed in a segment by segment basis to minimize the disruption to local residents and businesses in the Study Area. As concluded in the EIR, there would be no exceedances of South Coast Air Quality Management District (SCAQMD) regional significance thresholds as a result of daily construction emissions. This conclusion would still apply with implementation of the proposed Project modifications as the construction parameters and characteristics would be the same; no new significant short-term air quality impact, increase in the severity of an impact, or new mitigation measure would be required associated with implementation of the proposed design modifications.

In terms of long-term, operational air quality and greenhouse gas emissions impacts, with the exception of an almost discernable decrease in maximum speed in the PE ROW (from 45 MPH to 44 MPH), and the implementation of traffic signal priority, no changes to the operational characteristics are proposed that would affect the previous conclusions of "less than significant impact" for operational air quality and greenhouse gas emissions impacts. The Traffic Study Addendum v4 (provided in Appendix C), indicates that all roadway segments and intersections would operate at an acceptable LOS with the implementation of the traffic signal priority. Therefore, the conclusion that long-term impacts associated with localized CO concentrations (due to poor intersection LOS) would be less than significant would remain. No additional air quality or greenhouse gas emissions impacts would occur and the conclusions identified in the EIR remain accurate.

Energy Resources

The EIR identified a less than significant impact to Energy Resources as a result of the Project. This is attributed to the reduction of Vehicle Miles Traveled (VMT) that is anticipated with the operation of the streetcar. The proposed design modifications would not affect the anticipated ridership for the Project; therefore, there would be no new impact, or increase in the severity of an impact related to Energy Resources and the conclusions identified in the EIR remain accurate.

Water Quality, Hydrology, and Floodplains

The potential water quality, hydrology, and floodplains impacts associated with the construction and operation of the Project were evaluated in the EIR. The EIR determined that impacts to these resources would be less than significant related to water quality, water discharge, stormwater runoff and as related to alteration of drainage patterns. The currently proposed four minor design changes do not involve any additional changes to proposed drainage improvements. Appendix P (Drainage Technical Report) of the EIR, described storm drain improvements on many streets outside the Project alignment. Therefore, because there would be no further proposed design modifications to the drainage plan for the Project, there would not result in the increase in a new impact related to hydrology, increase in the severity of an impact related to hydrology, or require new mitigation measures in order to address drainage and/or hydrology impacts. The EIR identifies that the Project would be required to comply with BMPs to address pollutants of concern and hydrologic conditions of concern associated with the Project's stormwater runoff. With implementation of the BMPs, the Project would result in less than significant impacts to water quality, water discharge, and stormwater runoff. The construction and operation of the Project would be the same as evaluated in the EIR. No additional water quality, hydrology, or floodplains impact would occur and the conclusions that impacts to these environmental resource areas are less than significant as identified in the EIR remain accurate.

Safety and Security

This environmental resource issue area is only applicable to the analysis pursuant to the NEPA, and no further analysis is warranted in this CEQA Addendum.

Construction

The potential construction impacts associated with the proposed Project construction were evaluated in the EIR. This chapter of the EIR evaluated potential construction impacts related to visual quality, energy resources, traffic, circulation, parking, hazardous materials, air quality, noise and vibration, and land use. Since the certification of the EIR, there have been no changes to the construction characteristics of the proposed Project as evaluated in the EIR. Proposed construction activities would remain the same as previously evaluated with respect to these environmental resource areas.

The proposed design modifications would not change the previous conclusions regarding construction impacts. No additional impacts would occur to these environmental resources and the conclusions that the Project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Other Considerations

The EIR addressed several environmental issue areas within Chapter 3.17 Other Considerations. These included: Biological Resources, Utilities and Service Systems (Wastewater Treatment and Facilities, Stormwater Drainage Facilities, Water Supply, and Solid Waste Disposal and Compliance Regulations), Parklands and Recreational Facilities, Growth Inducing Impacts, Significant Irreversible Environmental Changes, and Summary of Significant Unavoidable Impacts.

Biological Resources. The proposed design modifications would not significantly impact biological resources as these resources are not present within, or in proximity to, the limits of disturbance associated with implementation of the design modifications. No additional impacts would occur to this environmental resource and the conclusions that the Project would not result in a significant impact to this resource as identified in the EIR remain accurate.

Utilities and Service Systems. The proposed design modifications would result in less than significant impacts to wastewater treatment facilities, stormwater drainage facilities, water supply, and solid waste disposal.

As with the Project described in the EIR, implementation of the design modifications would not generate wastewater from activity along the alignment or at stations. Wastewater would be generated by the O&M Facility, but no change to the O&M Facility is proposed, and as identified in the EIR, the O&M Facility would not put added strain on existing wastewater treatment capacity.

Project modifications are proposed related to drainage improvements as described previously under "Water Quality, Hydrology and Floodplains." No change to the previous conclusion of less than significant impact would occur.

The design modifications would not change the water use associated with operation and maintenance of the Project, such as vehicle washing and worker hygiene. No change to the previous conclusion of less than significant impact would occur.

Solid waste receptacles would be placed at stations, and solid waste would be generated at the O&M Facility. However, no changes to these aspects of the Project are proposed with the design modifications; therefore, no change to the previous conclusion of less than significant impact would occur.

Parklands and Recreational Facilities. The proposed design modifications would not significantly impact parklands and recreational facilities. No additional impacts would occur to these environmental resources and the conclusions that the project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Findings from Environmental Re-evaluation

- (1). *Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

Substantial changes have not occurred with respect to the circumstances under which the Project was undertaken, that would require major revisions to the EIR. Since certification of the EIR in January 2015, there have been no major updates to the CEQA Guidelines or adoption of new legislation requiring additional environmental analysis. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are incorporated herein by reference.

- (2). *Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

As described in the preceding text for each environmental issue area, no substantial changes have occurred with respect to the circumstances under which the proposed Project four minor design modifications would be undertaken that would suggest that its adoption and implementation would result in any new significant environmental effects or a substantial increase in the severity of the previously identified significant effects not previously discussed in the certified EIR would occur. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures presented in the EIR are incorporated herein by reference and would be implemented in compliance with the adopted MMRP for the Project.

- (3). *No new information has been provided, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR, significant effects would be substantially more severe, mitigation measures or alternatives previously found to be infeasible would in fact be feasible, or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.*

There is nothing in the proposed Project four minor design modifications that would suggest that its adoption and implementation would result in any new significant environmental effects or the increase in the severity of an environmental effect not previously discussed in the EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures presented in the EIR are incorporated herein by reference and would be implemented in compliance with the adopted MMRP for the Project.

6. CONCLUSIONS

Based on the findings and information contained in the EIR, the analysis above, the CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the proposed four minor design modifications will not result in any new, increased, or substantially different impacts, other than those previously considered and addressed in the Project EIR. No changes or additions to the Project EIR analyses are necessary, nor is there a need for any additional mitigation measures. Therefore, a Supplemental EIR is not required. This Addendum #2 to the EIR is the appropriate environmental documentation for the proposed modifications to the Project.

List of Figures:

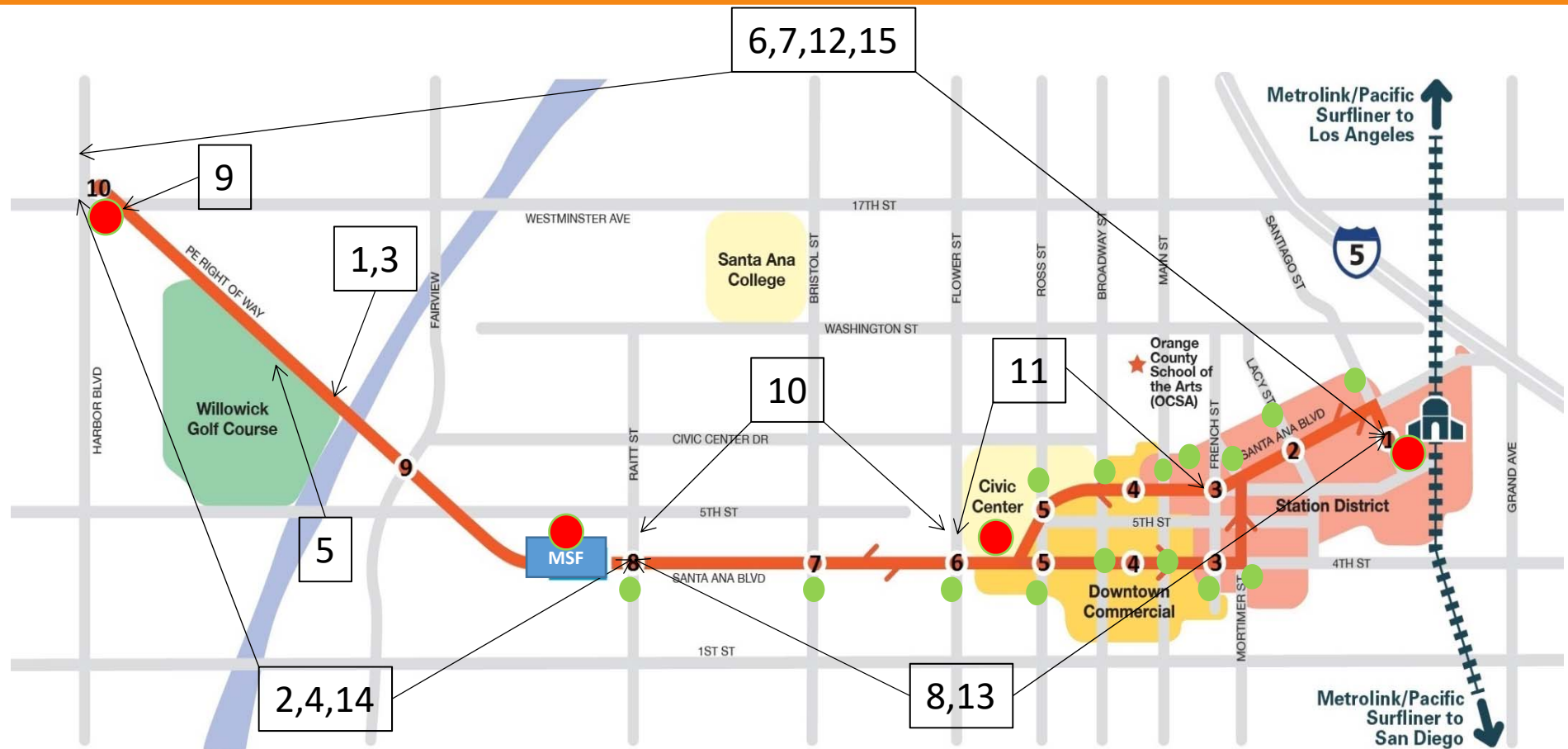
Figure 1A	Traffic Signal Prioritization
Figure 2A	Track Realignment in PE ROW
Figure 10A	TPSS Locations
Figure 10B	TPSS unit 4 Location Map

Appendices are not included with the Addendum, but can be made available upon request.

List of Appendices:

Appendix A	Visual Impact Analysis Re-evaluation Technical Memo Update (HDR, February 2017)
Appendix B	Cultural Resources Technical Memo Update (HDR, February 2017)
Appendix C	Traffic Study Addendum v4 (IBI Group, February 2017)
Appendix D	Noise and Vibration Technical Addendum (HDR, February 21, 2017)

Figure 1A: Santa Ana/Garden Grove Fixed Guideway Minor Design Modifications Overview



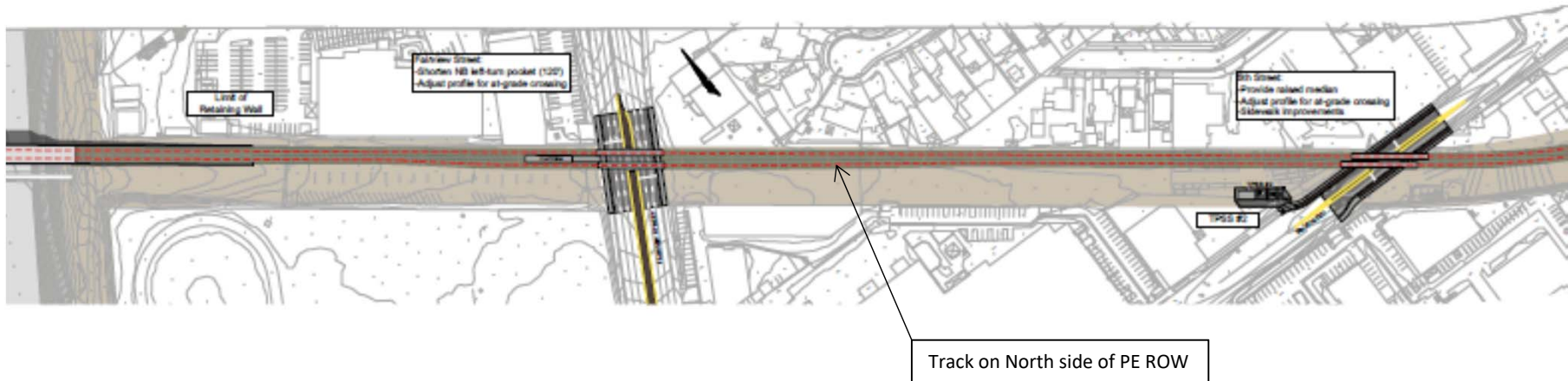
- 1-Santa Ana River Bridge
- 2-Alignment within PE ROW
- 3-Trail Undercrossing West Bank SAR
- 4-44 mph Speed in the PE ROW
- 5-Delete Willowick Station

- 6-Station Locations
- 7-Crossover Locations
- 8-Traffic Signal Priority
- 9-Westminster Ave Bridge Type
- 10-West Santa Ana Blvd

- 11-Santa Ana Blvd Downtown
- 12-TPSS Locations
- 13-Street Drainage
- 14-Two Wire OCS in PE ROW
- 15-Communications Fiber Run

Figure 2A: Update ID # 2 Track Centerline Repositioning

30% Design Track Alignment in PE ROW (SAR Bridge to 5th Street)



60% Design Track Alignment in PE ROW (SAR Bridge to 5th Street)

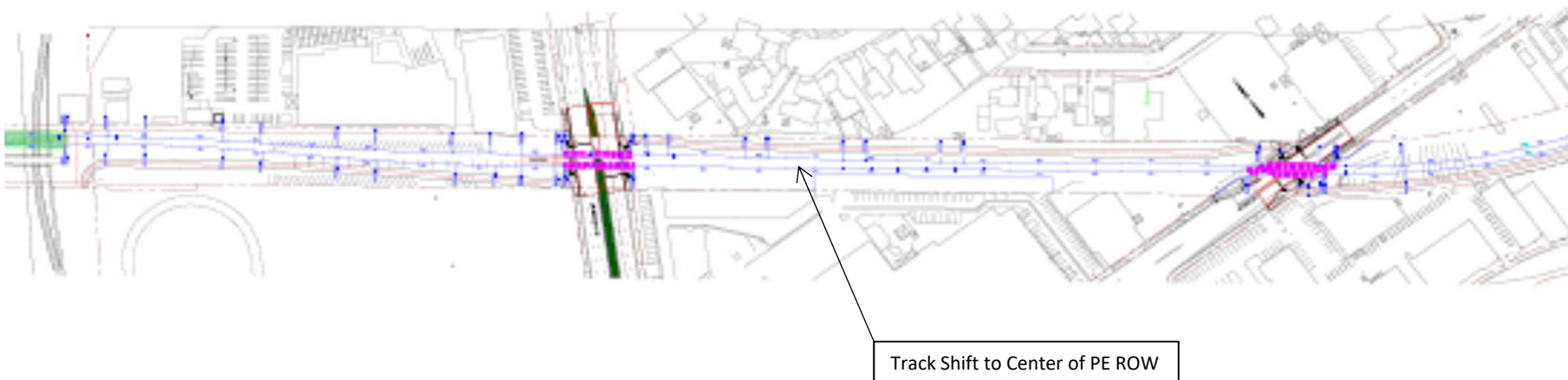
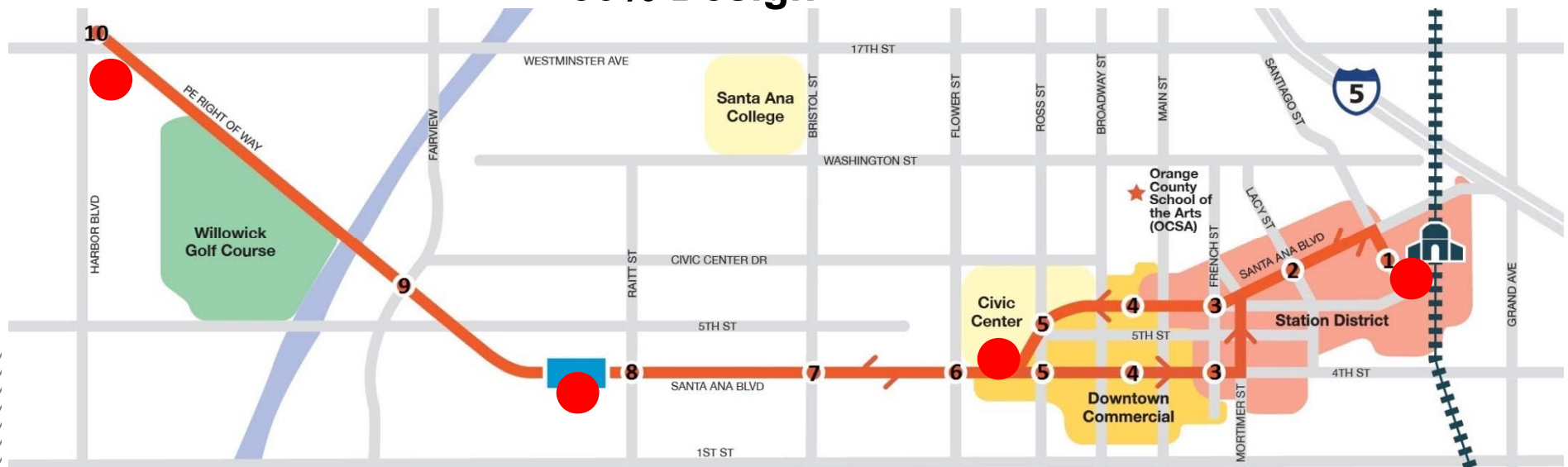


Figure 10A: Update ID # 12 - Traction Power Substation Locations

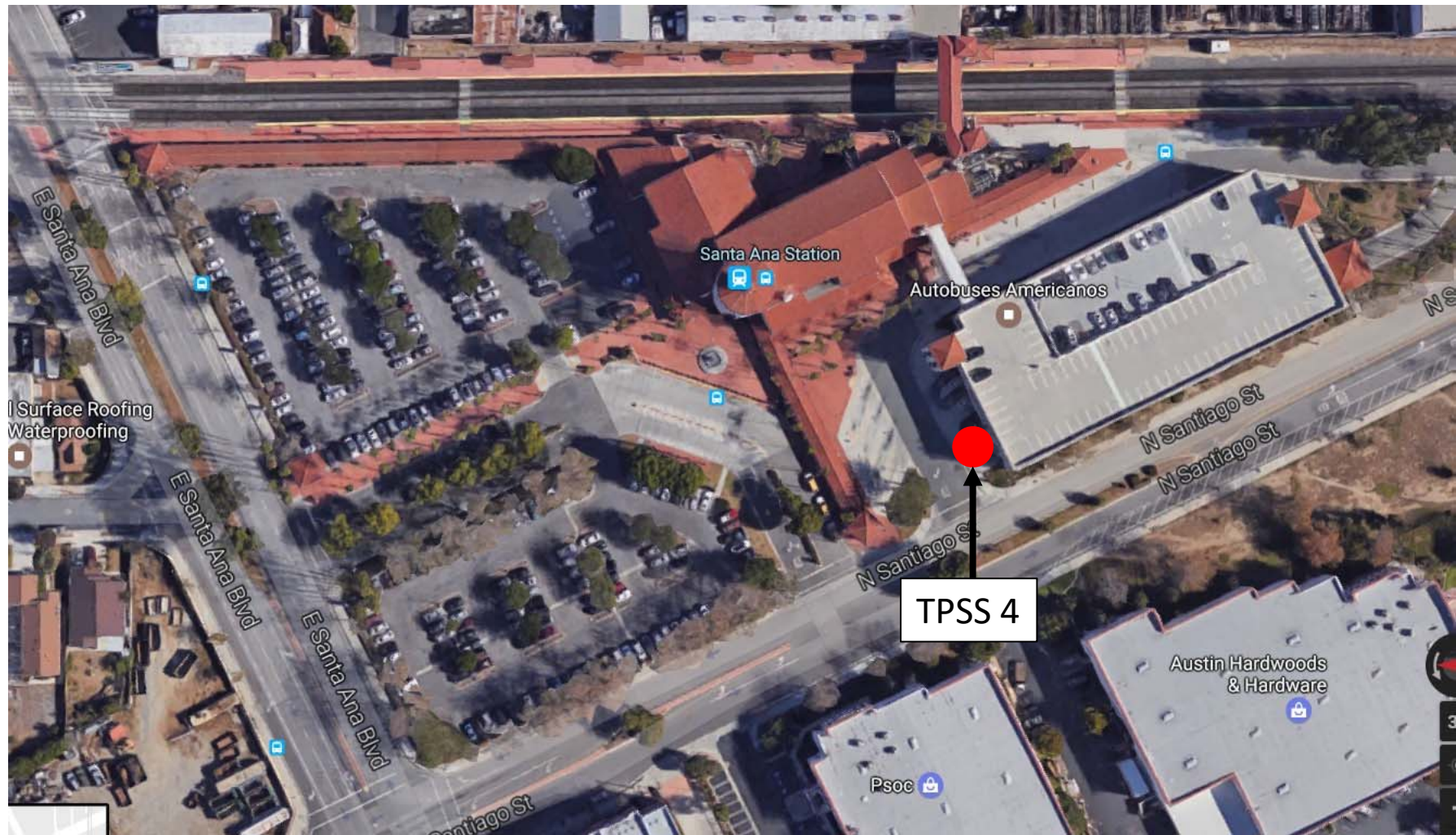


30% Design



60% Design

Figure 10B: Update ID # 12 - Traction Power Substation at SARTC





COMMITTEE TRANSMITTAL

April 24, 2017

To: Members of the Board of Directors
From: Laurena Weiner *LS*, Clerk of the Board
Subject: Agreement for Public Awareness Campaign Services for the OC Streetcar Project

Legislative and Communications Committee Meeting of April 20, 2017

Present: Directors Bartlett, Delgleize, Murray, Shaw, and Winterbottom
Absent: Directors Davies, Hennessey, and Nelson

Committee Vote

Due to lack of quorum, no action was taken on this item.

Staff Recommendations

- A. Approve the selection of Katz and Associates as the firm to provide community outreach services for the pre-construction and construction phases of the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz and Associates, in the amount of \$1,151,712, to provide community outreach services for a public awareness campaign for the OC Streetcar project for a four-year initial term with a one-year option term.



April 20, 2017

To: Legislative and Communications Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Agreement for Public Awareness Campaign Services for the OC Streetcar Project

Overview

Consultant services are needed to support development and implementation of a public awareness campaign during the pre-construction and construction phases of the OC Streetcar project. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for technical and professional services. Approval is requested to execute a new agreement for these outreach services.

Recommendations

- A. Approve the selection of Katz and Associates as the firm to provide community outreach services for the pre-construction and construction phases of the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz and Associates, in the amount of \$1,151,712, to provide community outreach services for a public awareness campaign for the OC Streetcar project for a four-year initial term with a one-year option term.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the Federal Transit Administration (FTA), is pursuing a modern streetcar line that will connect the Santa Ana Regional Transportation Center to a new transportation hub located near the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove, traveling along Santa Ana Boulevard and Fourth Street in the City of Santa Ana and the Pacific Electric Right-of-Way.

The OC Streetcar has entered the engineering phase of the FTA's New Starts process with a goal of securing a full-funding grant agreement as identified in the funding plan for the OC Streetcar project (Project), and construction is anticipated to begin in Spring 2018. As identified in the FTA submittals and in line with OCTA's own proactive approach to public awareness during the pre-construction and construction phases of the Project, it is important to provide the public with ongoing and frequent contact to ensure the community is aware of activities that will affect them.

Consultant services will aid OCTA's efforts to develop and deliver communication on a day-to-day basis to advance public information messages about construction activities to a broad audience as OCTA implements the community awareness goals established in FTA submittals. The efforts during the pre-construction phase of the public awareness campaign will have the associated benefit of establishing communication preferences and issue identification, as well as notification of utility relocation activities.

The alignment spans several distinct districts, including business districts within the Cities of Santa Ana and Garden Grove. Comprehensive outreach tactics will be implemented to address the specific needs of the business and residential stakeholders. As an example, it is important to work closely with the Santa Ana Unified School District to convey construction safety messages and to monitor the construction activities with the contractor and construction management team.

The current outreach activities include meetings with residential and business interests throughout the Project area to build awareness and inform the community that the Project is advancing and meeting its commitments to the FTA. Once construction activities begin in 2018, these community relationships will serve as an important resource for ongoing day-to-day contact with stakeholders along the alignment, as well as the traveling public, which will rely on OCTA's efforts to safely and efficiently move them through the affected areas to their homes and businesses.

This approach of supplementing OCTA staff efforts with consultant services is consistent with the project outreach support functions for all other capital projects in OCTA's portfolio.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board) approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services.

Award is recommended to the firm offering the most comprehensive overall proposal, considering such factors as staffing and project organization, prior experience with similar projects, work plan, as well as cost and price.

On December 12, 2016, the Board approved the evaluation criteria and weightings to procure public outreach consultant services for the Project and Request for Proposals (RFP) 6-1526 was issued electronically on CAMM NET. The Project was advertised in a newspaper of general circulation on December 12 and 19, 2016. A pre-proposal conference was held on December 20, 2016, with ten attendees representing nine firms. Three addenda were issued to provide a copy of the pre-proposal registration sheet and presentation, as well as to respond to questions and to handle administrative issues related to the RFP.

On January 17, 2017, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Rail Programs and Facilities Engineering, and Capital Projects Outreach departments, as well as external representatives from the City of Santa Ana, the City of Garden Grove, and Transportation Corridor Agencies met to review all proposals received. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

- | | | |
|---|-----------------------------------|------------|
| • | Qualifications of the Firm | 25 percent |
| • | Staffing and Project Organization | 25 percent |
| • | Work Plan | 30 percent |
| • | Cost and Price | 20 percent |

Several factors were considered in developing the criteria weights. Work plan was weighted the highest at 30 percent to emphasize the importance of the project team's understanding of the project scope, its challenges, level of effort, as well as the recommended outreach approach and strategies. Qualifications of the firm, as well as staffing and project organization, were weighted equally at 25 percent. The proposing firm needed to demonstrate direct public outreach experience developing and implementing community outreach programs for transportation projects during pre-construction and construction phases. In addition, the proposing firm must demonstrate an experienced, well-rounded team with a blend of senior and junior level staff having adequate availability. Cost and price was weighted at 20 percent to ensure delivery of a cost-effective public awareness campaign.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale. The RFP required proposing firms to submit a separate price proposal in a sealed package. In

order to focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, as well as work plan, which represented a maximum of 80 points of the total proposal score. Once a short-list of top-ranked firms within a competitive range was developed based on the technical scores of the proposals, the sealed price proposals were opened only for the short-listed firms. The pricing score represented a maximum of 20 points of the total proposal score.

On February 6, 2017, the evaluation committee reviewed the six proposals based only on the technical evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

Barrantes Enterprises Inc. doing business as The Sierra Group (TSG)
Whittier, California

Katz and Associates (Katz)
San Diego, California

On February 16, 2017, the evaluation committee conducted interviews with the two short-listed firms. The interviews included presentations by the firms to demonstrate their understanding of OCTA's requirements for the Project. In addition, each project team was requested to describe their approach to integrate and allocate the tasks among the proposed team members. The firms' project managers and key team members had an opportunity to present their qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience in creating public awareness campaigns for multilingual audiences and lessons learned from recent projects that most closely resembled this Project. In addition, the firms were asked to describe the criteria to be utilized to measure the effectiveness or success of the outreach efforts. Finally, each team was asked specific clarifying questions related to their proposal.

After considering the presentations and responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual technical scores. The sealed price proposals from the two short-listed firms were also opened and scored; however, the ranking of the firms did not change.

Based on the evaluation of the written technical proposals, the information obtained from the interviews, and the price proposals, the evaluation committee

recommends Katz for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Both firms demonstrated experience developing and implementing comprehensive public outreach programs for various phases of major infrastructure improvement projects throughout Southern California.

Katz has more than 30 years of experience providing outreach efforts, communication, and public involvement support for large-scale infrastructure projects for various public agencies. Katz has implemented public awareness campaigns during pre-construction and construction phases for two major light rail projects in San Diego, including the \$660 million Trolley Renewal Project for the San Diego Association of Governments and the San Diego Metropolitan Transit System, which involved trolley track, substation and grade crossing construction, as well as several upgrades to the station amenities. The other major light rail project was the \$2 billion Mid-Coast Trolley Project, which extended trolley service from downtown San Diego to the University of California San Diego. In addition, Katz developed and implemented a public awareness campaign for OCTA's Rail Safety Education Program and Railroad Crossing Safety Enhancement Program. Furthermore, Katz's proposed subcontractor, Westbound Communications, has extensive experience providing public outreach services for various OCTA improvement projects, including the 91 Express Lanes Rehabilitation Project, Active Transportation Safety Program, Interstate 605/Katella Interchange Project, and the State Route 91 Improvement Project, as well as Passenger Rail Project for the San Bernardino Associated Governments.

TSG is a full-service public relations firm with 23 years of experience providing public engagement and community outreach services for a wide range of transportation projects, including the Exposition Light Rail Line for Exposition Rail Construction Authority, and the Gold Line Station and Aerial Guideway for the Gold Line Construction Authority in Los Angeles. In addition, TSG's proposed subcontractor, CALTROP Communications, has extensive experience providing public outreach services for large-scale construction projects, including the West County Connectors for OCTA and the Interstate 5 On-Call Public Awareness Campaign for the California Department of Transportation.

Staffing and Project Organization

Both firms proposed project teams with experience in delivering community outreach programs on various transportation-related projects. Each team

proposed several dedicated community liaisons with bilingual and/or multilingual capabilities to engage, inform, and involve diverse communities in the Project area. The project team members from each firm clearly demonstrated familiarity with the Project corridor.

Katz proposed several experienced project team members to perform a wide range of activities needed to deliver a comprehensive public awareness campaign. The proposed project team demonstrated extensive experience working with a diverse range of community leaders and organizations, municipalities, agencies, stakeholders, and other community groups. Most of the project team members are bilingual/multilingual. Katz's proposed project manager has six years of relevant experience delivering various outreach campaigns for light rail projects during pre-construction and construction phases.

TSG proposed a well-balanced bench of experienced staff with excellent availability to deliver a comprehensive public awareness campaign. The proposed project manager has over 30 years of experience developing and implementing comprehensive public outreach programs for several rail construction projects. In addition, TSG proposed a team of experienced bilingual community liaisons, including individuals with more than 20 years of industry experience. TSG clearly described the benefits and the need for multiple individuals to fulfill the community liaison role based on targeted outreach efforts tailored to specific audiences.

Work Plan

Both firms demonstrated a deep understanding of the Project's needs and complexity through their discussion of potential issues and mitigation solutions. Each firm proposed a variety of outreach tactics to communicate effectively with the diverse target audiences, including traditional social media approach, open houses, project website, community meetings/events, collateral materials, and information line.

Katz clearly demonstrated a thorough understanding through their strategic and innovative approach of executing a successful public engagement plan to diverse communities surrounding the Project area. Their work plan introduced a variety of creative new ideas to enhance public outreach abilities. The most notable was their proposed OC Streetcar mobile app, which would include a real-time Google Map display with graphics and color-coded pins to show activity, as well as the capability to broadcast text messages for immediate alerts.

TSG also focused on communication strategies and tactics for diverse communities to achieve the most effective outreach engagement plan. In addition, their interview clearly demonstrated their familiarity with the Project area; however, their proposed work plan did not demonstrate a complete comprehension of this Project based on their lower level of effort as reflected by the proposed estimated project hours.

Cost and Price

Pricing scores were based on a formula which assigns the highest score to the firm with the lowest weighted average hourly rate, and scores the other proposal's weighted average hourly rates based on their relation to the lowest weighted average hourly rate. Both firms proposed competitive weighted average hourly rates.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Katz as the top-ranked firm to provide community outreach for the Project. Katz's significant communications and outreach experience for rail projects, along with its demonstrated in-depth knowledge of the OC Streetcar issues, will help ensure OCTA delivers an effective public outreach campaign for the Project. Evaluators also concurred the firm's established relationships with numerous local communities within the Project area, experienced project team, and technically comprehensive work plan were vital factors in recommending Katz as the consultant team to assist OCTA in delivering a successful comprehensive public outreach program for the OC Streetcar project. Katz delivered a comprehensive proposal and an interview that was responsive to all requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2016/17 Budget, Capital Programs Division, Account 0051-7519-TS010-Z82, and is funded through OCTA's Federal Transit Administration Section 5307 grant CA-90-Y860.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz and Associates, in the amount of \$1,151,712, to provide community outreach services for a public

awareness campaign for the OC Streetcar project for a four-year initial term with a one-year option term.

Attachments

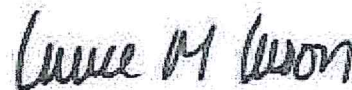
- A. Review of Proposals, RFP 6-1526 Public Awareness Services for OC Streetcar
- B. Proposal Evaluation Criteria Matrix (Short-listed Firms), RFP 6-1526 Public Awareness Services for OC Streetcar
- C. Contract History for the Past Two Years, RFP 6-1526 Public Awareness Services for OC Streetcar

Prepared by:



Tresa Oliveri
Community Relations Officer
714-560-5374

Approved by:



Lance M. Larson
Executive Director, External Affairs
714-560-5908



Pia Veasapen
Department Manager, Contracts
Administration and Materials
Management
714-560-5619

Review of Proposals
RFP 6-1526 Public Awareness Services for OC Streetcar
Presented to Legislative and Communications Committee - April 20, 2017
6 proposals were received, 2 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate	Initial Term's Total Project Cost
1	83	Katz and Associates San Diego, California	Gomez Research Tashiro Choi and Associates Westbound Communications	Excellent qualifications and extensive public outreach experience on transportation projects. Demonstrated a thorough and in-depth understanding of project requirements. Qualified project manager with six years of public outreach experience. Experienced project team with extensive outreach experience and intimate knowledge of the project communities. Comprehensive work plan addressing all the elements of the scope of work. Excellent references. Excellent responses to interview questions reflecting depth of experience. Proposed a competitive weighted average hourly rate. Proposed lower total project cost.	\$120.51	\$1,151,712
2	82	Barrantes Enterprises Inc., dba The Sierra Group Whittier, California	AAMCOM, LLC CALTROP Communications J-U Carter, Inc. dba J-U Public Lazar Translating & Interpreting Sensis, Inc. The Walking Man	Significant public outreach experience on transportation projects. Demonstrated a thorough understanding of project requirements. Highly-qualified project manager with over 30 years of public outreach experience. Proposed community liaisons have extensive construction public outreach experience. Thorough work plan addressing all the elements of the scope of work, but did not demonstrate a complete comprehension of the level of effort required for the project. Excellent references. Excellent responses to interview questions reflecting depth of experience. Proposed a competitive weighted average hourly rate.	\$119.20	\$1,179,632

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Capital Projects Outreach (1)
Rail Programs and Facilities Engineering (1)

External:

City of Santa Ana (1)
City of Garden Grove (1)
Transportation Corridor Agencies (1)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

25%
25%
30%
20%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-listed Firms)
RFP 6-1526: PUBLIC AWARENESS SERVICES FOR OC STREETCAR

FIRM: KATZ AND ASSOCIATES							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.5	4.0	4.0	4.0	5	20.8
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.0	3.5	5	17.9
Work Plan	4.0	4.5	4.0	4.5	4.0	4.0	6	25.0
Cost and Price	4.9	4.9	4.9	4.9	4.9	4.9	4	19.6
Overall Score	81.1	89.1	86.1	84.1	78.6	81.1		83
FIRM: BARRANTES ENTERPRISES INC., DBA THE SIERRA GROUP							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	3.5	4.0	3.5	4.0	3.5	5	18.8
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Work Plan	4.0	3.5	4.0	3.5	4.0	4.0	6	23.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	84.0	78.5	84.0	78.5	84.0	81.5		82

The range of scores for the non-short-listed firms was 31-50 (does not include Cost and Price score).

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 6-1526 Public Awareness Services for OC Streetcar

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Barrantes Enterprises Inc., dba The Sierra Group						
	None	N/A	N/A	N/A	N/A	\$ -
Subconsultant: N/A						
Subtotal: \$						-
Katz and Associates						
	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: N/A						
Subtotal: \$						-



April 24, 2017

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer

Subject: Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings

Overview

Measure M, Orange County's one-half cent sales tax for transportation, passed in 1990 and renewed in 2006, calls for an independent committee to ensure compliance with the ordinance. As required by the Measure M ordinance, the Taxpayer Oversight Committee conducted the 26th Measure M Annual Public Hearing on April 11, 2017. The Taxpayer Oversight Committee found the Orange County Local Transportation Authority has proceeded in accordance with Measure M Ordinance No. 3 during 2016.

Recommendation

Receive and file as an information item.

Background

The Measure M Taxpayer Oversight Committee (TOC) is required by the Measure M ordinance. The TOC is an independent committee representing all five supervisorial districts in Orange County. The TOC is responsible for ensuring the transportation projects in Measure M are implemented according to the investment plan approved by the voters in 2006. The TOC meets bimonthly to review progress on the implementation of Measure M.

Annually, the TOC is required to hold a public hearing to receive comments from citizens regarding Measure M as part of its oversight effort to determine whether the Orange County Transportation Authority (OCTA), acting as the Orange County Local Transportation Authority (OCLTA), is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The results of the hearing and the findings of the TOC are transmitted to the OCTA Board of Directors annually. The TOC has consistently found OCTA in compliance for the past 25 years.

Discussion

The 26th Measure M Annual Public Hearing took place on April 11, 2017. The hearing was publicized through news releases, public notices, and posted on OCTA's social media sites and *On the Move* blog.

Following the public hearing and review of the annual financial audit of OCLTA and all other information the committee members have been provided to date, the TOC made the determination at its April 11, 2017 meeting that during 2016, OCTA has proceeded in accordance with the M2 Transportation Ordinance and Investment Plan. Eric H. Woolery, Orange County's elected Auditor-Controller, serving as Chairman of the TOC, has included a draft letter stating its findings (Attachment A).

Additionally, in accordance with M2 Ordinance No. 3, Section 10, Paragraph 3, Chairman Woolery certified that the revenues, through fiscal year ending June 30, 2016, have been spent in compliance with the Ordinance.

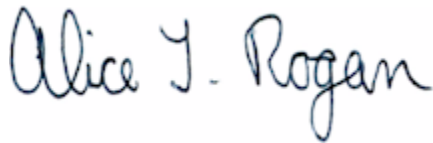
Summary

Subsequent to bimonthly meetings and the Measure M Annual Public Hearing on April 11, 2017, the TOC has determined that OCTA is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan.

Attachment

- A. Memo to Michael Hennessey, Chair, Orange County Transportation Authority, from Eric H. Woolery, Chair, Measure M Taxpayer Oversight Committee, dated April 11, 2017, Subject – 26th Annual Measure M Public Hearing

Prepared by:



Alice T. Rogan
Director, Marketing and Public
Outreach
(714) 560-5577

Approved by:



Lance M. Larson
Executive Director,
External Affairs
(714) 560-5908



Measure M Taxpayer Oversight Committee

April 11, 2017

To: Michael Hennessey, Chair
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 26th Annual Measure M Public Hearing

In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on April 11, 2017. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Plans during 2016.

Based upon the above-mentioned hearing, 2015/16 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2016, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

Eric Woolery, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller

Orange County Transportation Authority Paratransit Services Overview

About the Americans with Disabilities Act (ADA)

- ADA is a civil rights law
- Requires public transit providers operating fixed-route to offer:
 - Complementary, comparable paratransit to ADA eligible customers
- Person is eligible if, due to a disability, unable to:
 - board or exit a fixed route bus
 - get to bus stop
 - navigate fixed route system
- Certification center in Anaheim
- 33,000 people certified
- 9,800 “active customers”
(ride four or more times per month)



Orange County Transportation Authority(OCTA)

Paratransit Services

- Regular ACCESS for eligible individuals and other Orange County transit operators
- Not mandated by ADA:
 - ACCESS *Plus* for eligible Regional Center of Orange County (RCOC) individuals
 - OCTA provides Special Agency Services subsidies (six agencies)
 - Same Day Taxi service for eligible customers



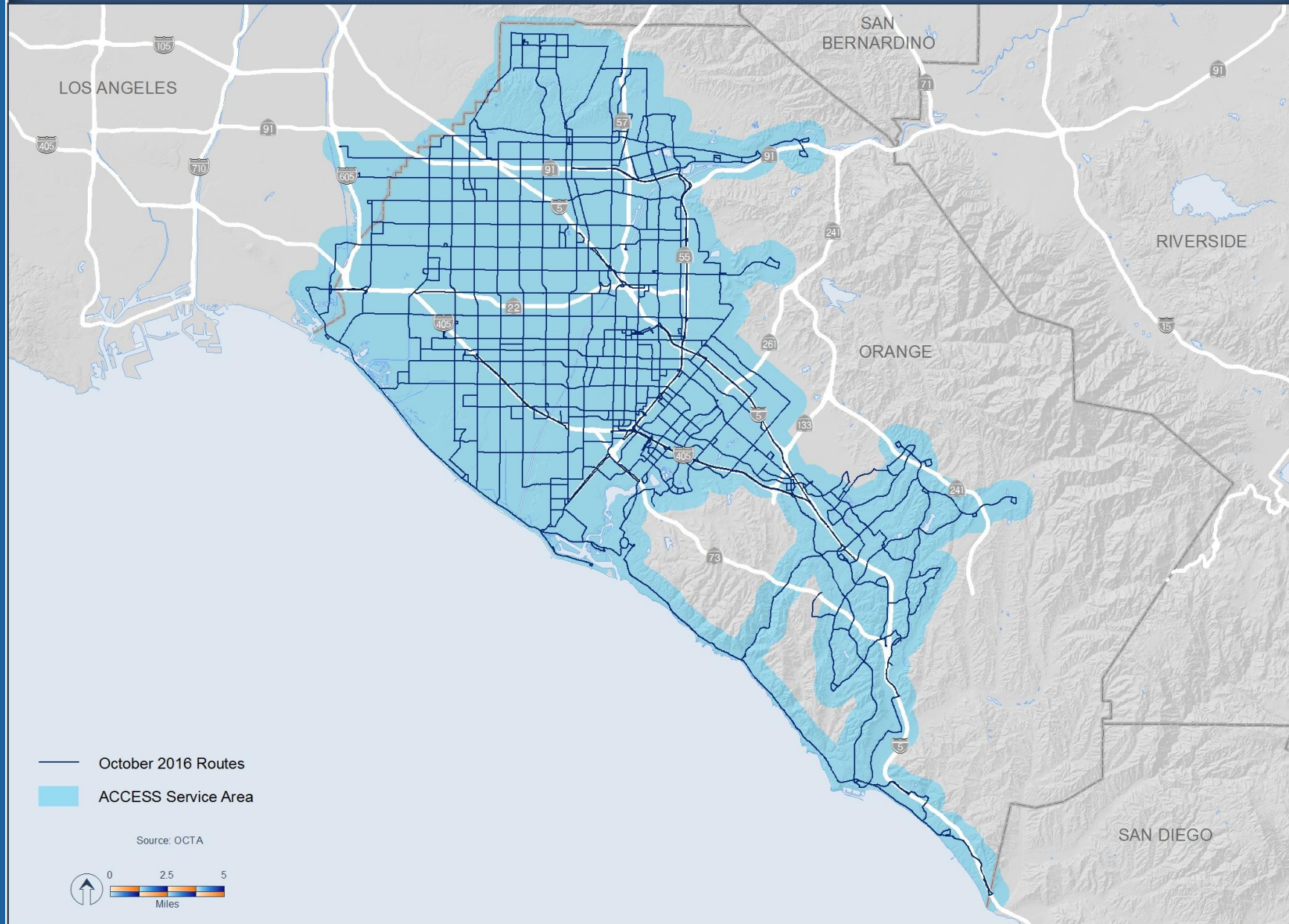
All customers using these services must meet eligibility requirements as defined in the Americans with Disabilities Act (ADA)

Service Requirements Per ADA

Characteristic	Description
Service area	Within a ¾-mile of fixed-route
Days and hours	Same as fixed-route
Scheduling trips	1-3 days in advance or via subscription
Booking times	Within a 1-hour window of request
Subscriptions	No more than 50% subscriptions unless space is available
Travel time on bus	Must be comparable to fixed route
Pick up, drop off	Curb-to-curb*
Fares	No more than twice the fixed-route fare <ul style="list-style-type: none">• Fixed-route \$2.00/trip• ACCESS \$3.60/trip (M subsidizes \$0.40)
Service supply	Cannot deny, prioritize, or limit trip purpose—no capacity constraints

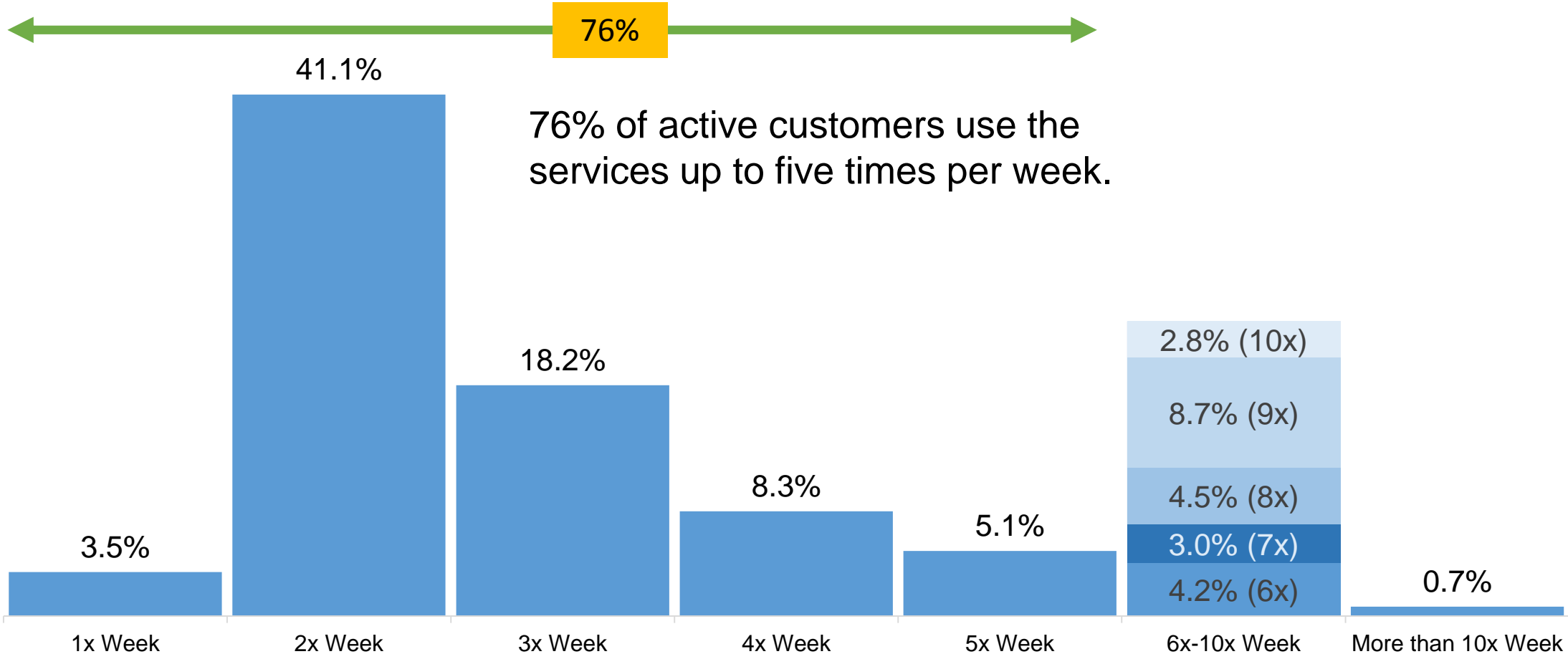
*Unless rider requests a reasonable accommodation for a door-to-door trip

October 2016 Bus Routes and ACCESS Service Area



ACCESS Customer - Frequency of Travel

Frequency of Travel – 9,800 Active Customers in 2016



Source: Trapeze customers for 2016

RCOC - Largest Single ACCESS Consumer

- One of 21 private, nonprofits under contract with State of California
- Coordinate services for people with developmental disabilities and families
- Serves 20,000+ residents in Orange County
 - Develop Individual Program Plans (IPP)
 - IPP includes plan for transportation
- Required to purchase transportation to get consumers to/from programs identified in IPP
- Transportation providers include:
 - Family members, friend
 - Transportation companies or brokers
 - Public transportation / transit



ACCESS Plus Service Characteristics

- Serves about 900 RCOC customers
- Riders must be ADA eligible
- Trips within ACCESS service area
- Hours/Days of operation same as ACCESS
- “Plus”
 - Travel to and from RCOC programs
 - Set arrival/departure time
 - No call-in required
 - Customers not required to have cash/coupons
 - OCTA bills RCOC for trips; provides data to help RCOC with reporting requirements
 - RCOC negotiated rate is \$5.75 per one-way trip

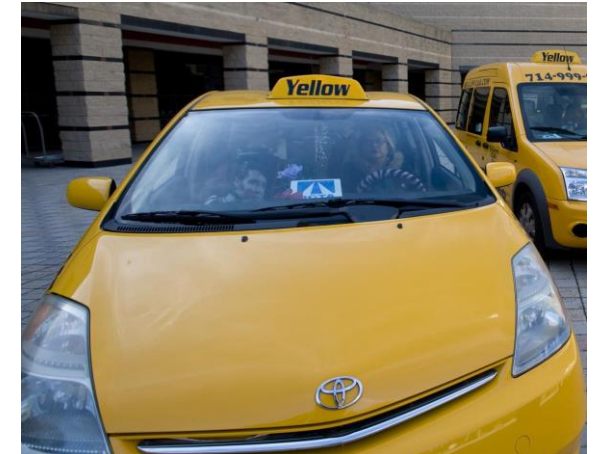


Same Day Taxi Service Characteristics

- ADA customers, same day trips, not mandated, implemented as management strategy
- Operates weekdays 7 a.m. to 8 p.m. and weekends and holidays 8 a.m. to 8 p.m.
- Trips provided within Orange County including areas not served by ACCESS
- MV takes calls, Yellow Cab schedules trips and provides vehicles, maintenance, drivers
- Customer fare is \$3.60 (same as ACCESS) for a five-mile trip
- OCTA subsidizes:

Distance	OCTA Subsidy
0-3 miles	\$7.75
3-4 miles	\$9.20
4 miles	\$10.90
5 miles	\$11.80

Maximum



- Additional costs over five miles paid by customer

Special Agency Service Overview

- Serves about 620 persons
- All riders are ADA eligible
- Trips taken off the ACCESS service
- Travel to and from six programs
- Agencies schedule/arrange their own providers (vehicles and drivers)
- OCTA does not schedule or operate
- Special agencies invoice OCTA
- OCTA pays 80% of trip cost



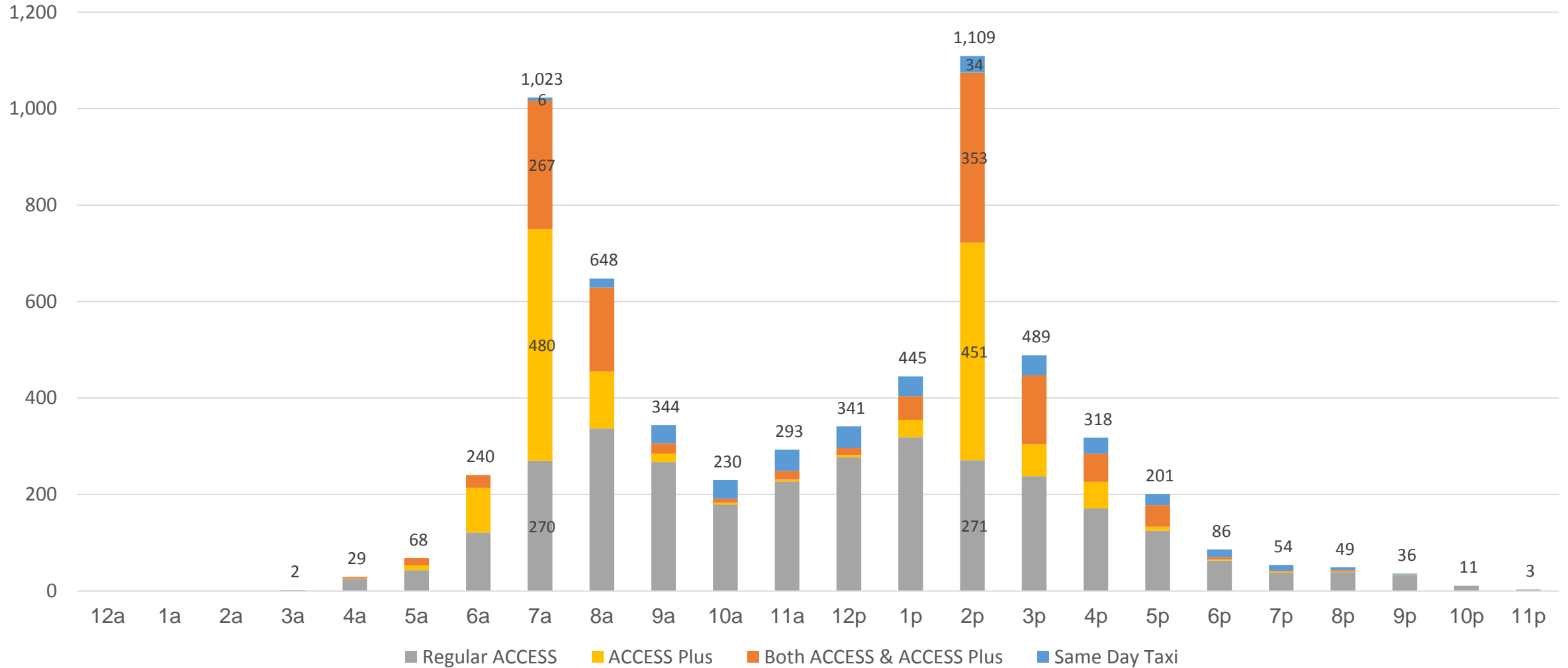
Comparison Against ADA Criteria

ADA Requirement	ACCESS ADA	ACCESS Plus (RCOC)	Same Day Taxi	Special Agency
Service required per ADA	Yes	No	No	No
Customers certified as ADA eligible	✓	✓	✓	✓
Service area within a ¾ mile radius of fixed route	✓	✓	No	✓
Same days, hours as fixed-route	✓	✓	No	N/A**
Trips scheduled 1-3 days in advance	✓	TSR*	Trips same day	N/A
No more than 50% subscription unless space available	✓	TSR	No subscriptions	N/A
No trip denials (no capacity constraints)	✓	✓	Limited service	N/A
Fare no more than twice fixed-route	✓	Negotiated	Distanced-based	Negotiated

* TSR is a transportation service request from RCOC that preschedules subscription rides so clients do not need to call in

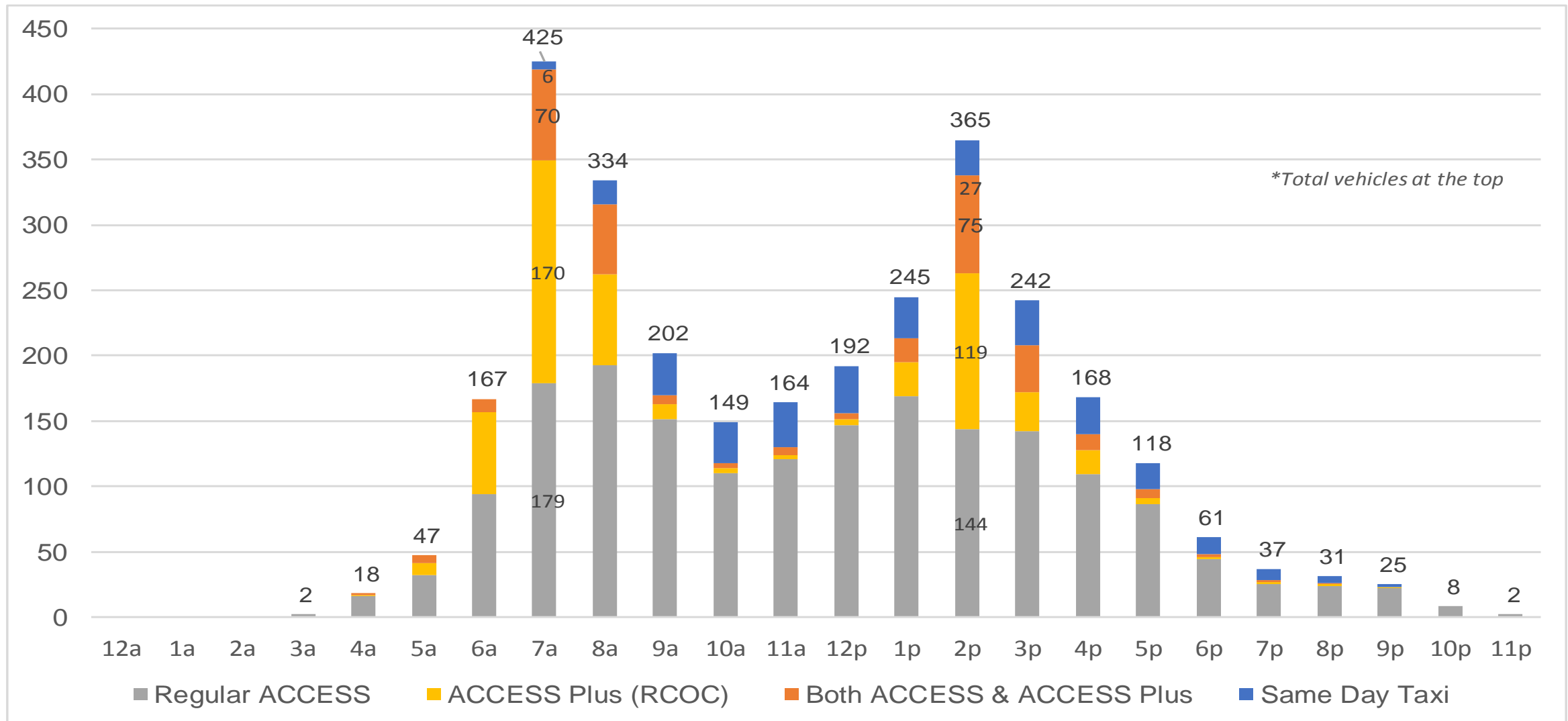
**Not applicable. Each special service agency schedules and provides for trips based on their available resources; OCTA reimburses 80% of trip cost.

Paratransit Ridership: ACCESS Buses/Taxis + Same Day Taxi



Source: Trapeze - weekday boardings 10/31-11/11 2016; total boardings at top

Combined Paratransit Fleet – Bus and Taxi



Source: Trapeze for weekday ACCESS bus and taxi requirements 10/31-11/11 2016; total ACCESS fleet at top

Vehicles and Ridership

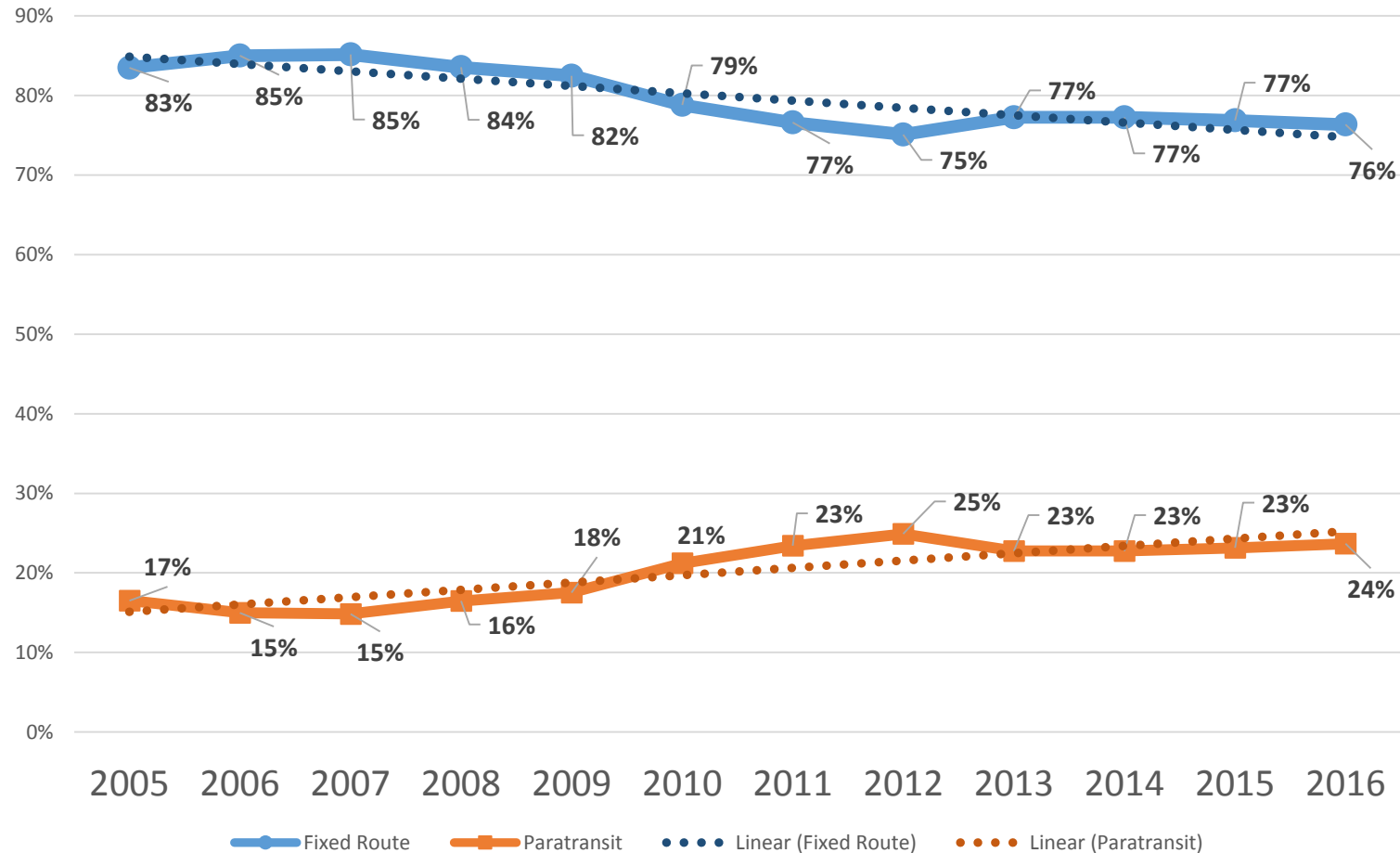
	Peak Hour # of Vehicles	Peak Hour Boardings
Fixed-Route Service	433	11,810
Paratransit Service	425	1,109

Source: Trapeze – weekday boardings 10/31-11/11 2016

Comparison of Service Types

FY 2015-16	ACCESS	ACCESS Plus	ACCESS Taxi	ACCESS Plus Taxi	Special Agency	Same Day Taxi	Total /Average
ADA Eligible Passenger Trips (PT)	538,741	427,528	258,847	28,264	226,030	103,191	1,582,601
Revenue Vehicle Miles	4,516,440	3,311,299	3,279,677	358,081	848,646	311,688	12,625,831
Operating Cost	\$ 27,295,432	\$ 15,560,979	\$ 13,930,531	\$ 1,514,597	\$ 4,913,250	\$ 1,817,289	\$ 65,032,077
Capital Cost	\$ 4,299,795	\$ 2,451,290	\$ -	\$ -	\$ -	\$ -	\$ 6,751,085
Total Cost	\$ 31,595,227	\$ 18,012,269	\$ 13,930,531	\$ 1,514,597	\$ 4,913,250	\$ 1,817,289	\$ 71,783,162
Average Cost Per PT	\$ 58.65	\$ 42.13	\$ 53.82	\$ 53.59	\$ 21.74	\$ 17.61	\$ 45.36
Average Cost Per Mile	\$ 7.00	\$ 5.44	\$ 4.25	\$ 4.23	\$ 5.79	\$ 5.83	\$ 5.69
Average Passenger Trip Length	11.36	10.50	12.67	12.67	3.75	3.02	7.98

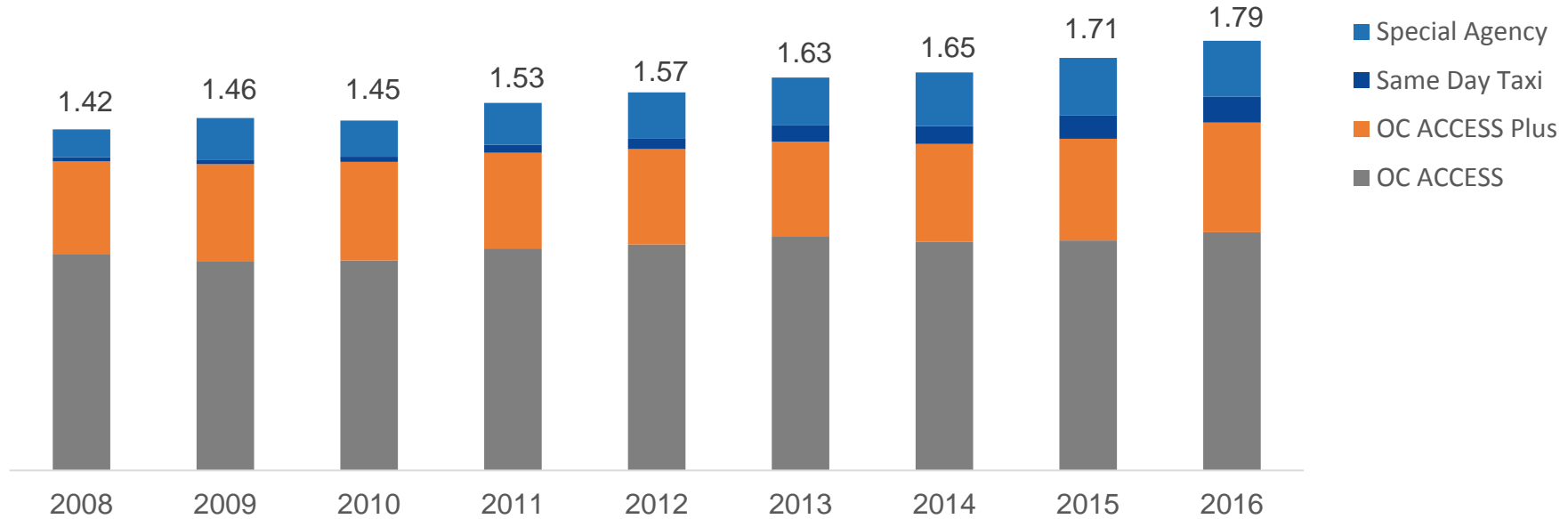
Comparison of Operating Costs



Source: OCTA Performance Indicators Reports

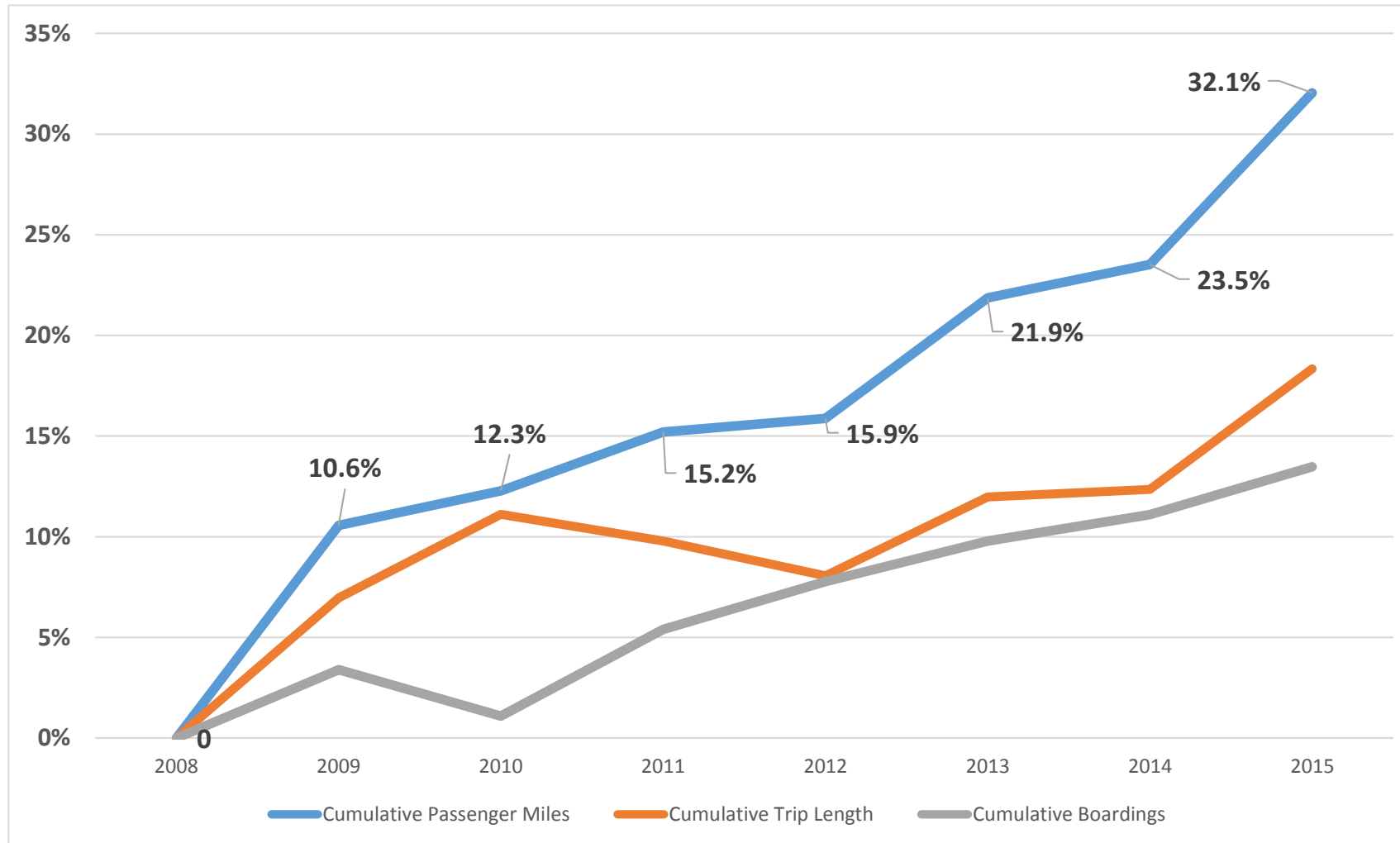
Increasing Demand

OCTA Paratransit Ridership (Boardings), In Millions



	2008	2009	2010	2011	2012	2013	2014	2015	2016
OC ACCESS	899,554	870,201	872,089	921,680	938,209	970,773	951,203	955,642	989,861
ACCESS Plus	385,041	401,909	409,495	398,382	396,606	395,070	405,432	422,646	455,816
Subtotal ACCESS	1,284,595	1,272,110	1,281,584	1,320,062	1,334,815	1,365,843	1,356,635	1,378,288	1,445,677
Same Day Taxi	16,450	16,868	22,318	32,827	43,102	68,324	74,860	97,760	107,823
Special Agency	115,612	175,752	149,525	174,271	193,272	197,927	222,586	238,539	231,822
Total Paratransit	1,416,657	1,464,730	1,453,427	1,527,160	1,571,189	1,632,094	1,654,081	1,714,587	1,785,322

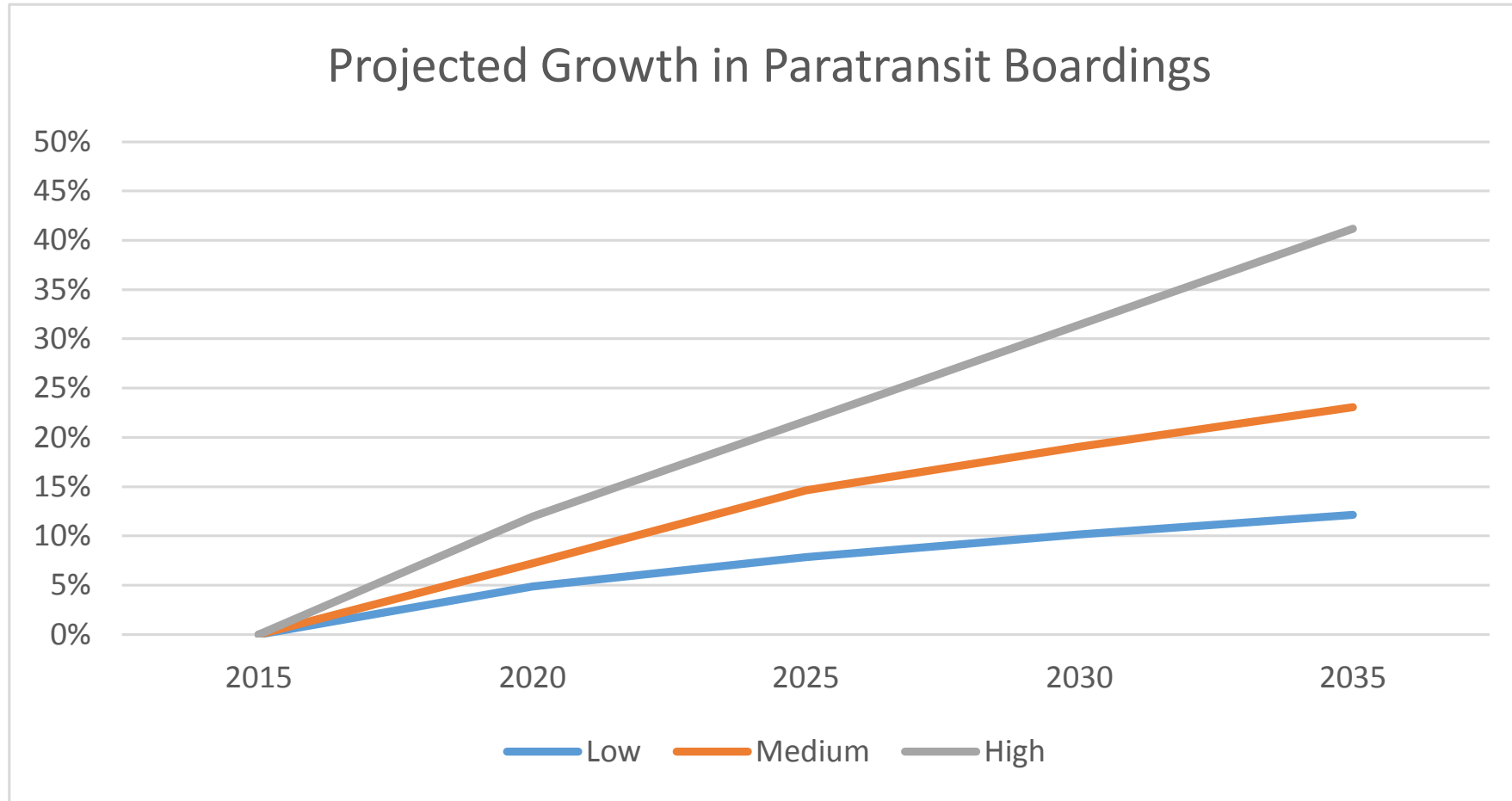
Cumulative Growth in Passenger Miles



Over 32 percent increase in passenger miles since 2008 *driven* by more demand and longer trips.

Source:
National Transit Database

Future Projections



Future demand
could increase by 40
percent by 2035

Excludes Same Day Taxi and Special
Agency data for comparison
purposes

Source:
Nelson/Nygaard January 2017

Summary

- Paratransit
 - Integral part of transportation mix
 - Joined to the fixed-route system by law (service area, hours, and fares)
 - Demand and costs continue to grow and consume a larger share of transit funds
 - Refined delivery models and other options are required to ensure sustainability



Next Steps

- Return to the Board of Directors with options that:
 - Explore ridership and cost growth factors
 - Include consideration of lower-cost service options that meet ADA requirements
 - Explore fleet mix options including lower-cost vehicles
 - Recommend potential changes to cooperative agreements
 - Include a peer review and recommend best practices

