



AGENDA

Legislative and Communications Committee Meeting

Committee Members

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

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Thursday, April 18, 2019 at 9:00 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Director Hernandez

1. Public Comments

Special Calendar

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

An update of legislative items in Sacramento will be provided.



Consent Calendar (Item 3 and 4)

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

3. Approval of Minutes

Approval of the minutes of the Legislative and Communications meeting of March 21, 2019.

4. Amendment to Agreement to Exercise Option Term for Customer Information Center

Ryan Maloney/Lance M. Larson

Overview

On January 27, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with Alta Resources to operate the Customer Information Center for a three-year initial term and two, two-year option terms. Staff is requesting approval to exercise the second option term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-1895 between the Orange County Transportation Authority and Alta Resources to exercise the second option of the agreement, in an amount not to exceed \$2,094,074, to provide call center services. This will increase the maximum obligation of the agreement to a total contract value of \$8,242,674.

Regular Calendar

5. State Legislative Status Report

Kristin Essner/Lance M. Larson

Overview

Overviews are provided of three bills where positions were taken pursuant to the 2019-20 Orange County Transportation Authority State Legislative Platform. A summary is also provided on a bill related to the planning and operations of the network of toll roads in Orange County. An update is provided on a legislative hearing on the high-speed rail project.



5. (Continued)

Recommendation

Receive and file as an information item.

Discussion Items

6. Orange County Transportation Authority Marketing Programs

Stella Lin/Lance M. Larson

Staff will provide an update on recent and upcoming Marketing Programs for Bus, Metrolink, OC Flex and Bike.

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, May 16, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



Committee Members Present

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

Staff Present

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

Committee Members Absent

None

Call to Order

The March 21, 2019 regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Davies at 9:01 a.m.

Pledge of Allegiance

Director Hennessey led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, Sacramento Advocate, reported on the following:

- Legislature is in full swing as policy committees are hearing approximately 2,700 bills introduced throughout the first quarter of the legislative session.
- Budget subcommittees are underway to hear various portions of the Governor's proposed budget.
- Assembly Bill (AB) 1402 is a spot bill introduced by Assembly Member Petrie-Norris which is likely to be amended to include changes to the Active Transportation Program (ATP).
- During the first round of funding for all Senate Bill (SB) 1 programs, there were many lessons learned and a recognition that improvements can be made.
- Assembly Member Petrie-Norris indicated interest in pursuing changes that would bring more dollars to Orange County.



2. (Continued)

- AB 252 is a state-wide bill that would allow delegation of the National Environmental Policy Act to the state of California.
- The Assembly Committee on Appropriations will be putting several bills in the suspense file to sort through in the upcoming months.
- SB 127 by Senator Wiener and SB 526 by Senator Allen are both technical bills that need to be monitored as these bills are changing the focus of what transportation funding is used for.
- The Governor announced in January 2019 that SB 1 local city and county dollars would be tied to meeting housing needs and introduced trailer bill language that would effectuate the change.

A discussion ensued regarding:

- Compliance concerning the Governor's proposed terms and conditions related to SB 1 funding.
- The challenges that Orange County Transportation Authority (OCTA) faces in receiving it's fair-share of funds.
- Darrell E. Johnson, Chief Executive Officer (CEO), provided input regarding compliance to the Governor's policy proposals and stated that the League of Cities or Association of California Cities – Orange County (ACC-OC) may be better equipped to provide data and have OCTA provide assistance.
- Committee Vice Chairwoman Bartlett stated that OCTA must remain vigilant with the Orange County delegation and remain vocal to prevent transportation dollars moving to projects that were not anticipated.
- Committee Chair Davies stated that assistance can be provided in regards to speaking with the ACC-OC to obtain data related to compliance with the Governor's policy proposals related to SB 1 funding.

Consent Calendar (Items 3 and 4)

3. Approval of Minutes

A motion was made by Director Winterbottom, seconded by Director Hernandez, and declared passed by those present, to approve the minutes of the Legislative and Communications Committee meeting of February 21, 2019.



4. Agreement for Public Outreach for Rail Capital Projects

A motion was made by Director Winterbottom, seconded by Director Hernandez, and declared passed by those present, to:

- A. Approve the selection of Katz & Associates, Inc., as the firm to provide public outreach for the rail capital projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2074 between the Orange County Transportation Authority and Katz & Associates, Inc., in the amount of \$548,981, for a four-year initial term, through April 30, 2023, with one, one-year option term to provide public outreach for the rail capital projects.

Regular Calendar

5. State Legislative Status Report

Kristin Essner, Manager of State and Federal Relations, and Dustin Sifford, Senior Government Relations Representative reported on the following:

- Background on the administration of ATP funding.
- The issues with equity in fund distribution causing many cities to forego the process of applying for ATP funds.
- Discussions between staff from Orange County and the Bay Area, which would reform the current ATP application process to allow for a more regionally administered and streamlined process.
- Background on AB 147 related to the collection of sales and use taxes by online retailers.
- AB 147 updates the threshold requirement from collecting taxes after \$100,000 in sales or 200 transactions to a single threshold of \$500,000 in sales for both sales and use taxes.
- OCTA will be receiving additional funding as a result of AB 147 through sales tax collected through the Bradley-Burns sales tax and Measure M2.
- Background on SB 127 related to the reprioritization of funding from highway related programs to bike and pedestrian projects.
- The intention of SB 127 is to include more active transportation components around highway projects which reduces the funding available for highway related programs.

5. (Continued)

Committee Chair Davies questioned the amount of support garnered for SB 127. Ms. Essner, stated that conversations were held with Senator Wiener and staff, who indicated that his office is willing to work with OCTA.

Committee Vice Chairwoman Bartlett inquired if funds reserved for ATP projects would be available for use on transportation related projects. Lance Larson, Executive Director of External Affairs, stated there is not anything in statute currently to do so and that State Transportation Improvement Project (STIP) funding being used for ATP projects is concerning.

Mr. Johnson, CEO, provided additional comments related to Committee Vice Chairwoman Bartlett's inquiry and noted that a small portion of funds that can be redirected, however, have a set of restrictions.

Director Winterbottom suggested that OCTA apply for Mobile Source Air Pollution Reduction Review Committee funds and redirect those funds. Ms. Essner stated that the real need is to find funding for the program specifically, instead of redirecting existing funds.

Ms. Essner, concluded the presentation as follows:

- Background on SB 526 related to the reprioritization of STIP funding as it relates to the regional greenhouse gas emission reduction requirements.
- The process that would occur if the California Air Resources Board found a region to be non-compliant related to their greenhouse gas emissions reduction targets.
- Uncertainty regarding how the California Transportation Commission would reprioritize projects if a region does not meet the greenhouse gas emissions reduction requirement.

Committee Vice Chairwoman Bartlett asked whether the state takes into consideration that certain areas are job centers that include several workers who are travelling in from surrounding counties. Ms. Essner responded that this bill does not take job centers into consideration, but instead, is a project to project analysis.



5. (Continued)

A motion was made by Director Delgleize, seconded by Committee Vice Chairwoman Bartlett, and declared passed by those present, to:

- A. Amend the 2019-20 Orange County Transportation Authority State Legislative Platform to sponsor legislation to streamline the administration of the Active Transportation Program and increase regional oversight.
- B. Adopt a SUPPORT position on AB 147 (Burke, D-Inglewood), which would authorize the collection of sales and use taxes from online retailers pursuant to the U.S. Supreme Court's ruling in *South Dakota v. Wayfair, Inc.*
- C. Adopt an OPPOSE position on SB 127 (Wiener, D-San Francisco), which would direct highway funding to bike and pedestrian projects and reprioritize multiple transportation programs toward a complete streets approach.
- D. Adopt an OPPOSE position on SB 526 (Allen, D-Santa Monica), which would reprioritize transportation funding if a region is not on track to meet its regional greenhouse gas emission reduction targets.

6. Federal Legislative Status Report

Lance Larson, Executive Director of External Affairs, provided opening comments and introduced Jaymal Patel, Associate Government Relations Representative, who reported on the following:

- Background on S. 353 related to the streamlining of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- The importance of the TIFIA program for large-scale infrastructure projects as it allows projects with dedicated sources of revenues to receive financing at fixed interest rates.
- S. 353 would make the TIFIA loan application process more accessible by raising the rating requirements on senior debt obligations from \$75 million to \$150 million, which reduces the timeline for loans under \$150 million.

6. (Continued)

- Expand the streamlined application process by establishing additional assurances for quicker decisions to be made.
- OCTA would like additional reforms in the TIFIA process such as mandated timelines, clarity in loan requirements, and separate processes for government agency and public/private partnerships in establishing credit worthiness.
- The President and Congress funded the remaining seven out of 12 appropriations bills.
- The President released the Federal Fiscal Year 2020 budget request, which includes funding cuts to the Department of Transportation, while increasing defense funding.

A discussion ensued regarding:

- The updated rating requirement for debt obligations.
- Establishing a threshold credit rating or a debt coverage ratio to avoid having a letter of credit for the TIFIA loan application process.
- Amending the policy to remove the requirement that a public agency is required to have a letter of credit.
- The positive outcomes that would occur as a result of improving and streamlining the TIFIA loan application process.
- An update was provided on the Presidential budget and the allocation of extra funds from the non-defense budget to emergency projects.

Director Shaw discussed his recent trip to Washington, D.C., and complimented Mr. Johnson, CEO, and Mr. Larson, for the presentations made to staff.

A motion was made by Board Chairman Shaw, seconded by Committee Vice Chairwoman Bartlett, and declared passed by those present, to adopt a SUPPORT position on S. 353 (Cornyn, R-TX), which would help streamline the Transportation Infrastructure Finance and Innovation Act program under the Department of Transportation.



Discussion Items

7. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- Angels Express Metrolink service will begin service on Monday, March 25th.
- An event will be held at the Anaheim Regional Transit Intermodal Center Station on Saturday, March 23rd, in celebration of the 25th anniversary of Metrolink's Orange County Line.
- Public Outreach staff have hosted meetings in city of Mission Viejo to provide information for the Interstate 5 (I-5) Improvement Project, from State Route 73 to El Toro Road and is expected to break ground in late April or early May 2019.
- A neighborhood meeting will be hosted on Saturday, March 23rd at Hoover Elementary School in city of Santa Ana to provide information for the I-5 Central County Improvements Project.

Director Winterbottom inquired if there is a policy in place to provide discount coupons to disrupted businesses due to construction activities. Mr. Johnson, CEO, responded that outreach efforts vary on a project to project basis, and in general are a part of the process. Alice Rogan, Director of External Affairs, stated that OCTA implements a coupon program when possible.

8. Committee Members' Reports

There were no Committee Members' Reports.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

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

ATTEST

Laurie Davies
Committee Chair

Sahara Meisenheimer
Deputy Clerk of the Board



April 18, 2019

To: Legislative and Communications Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amendment to Agreement to Exercise Option Term for Customer Information Center

Overview

On January 27, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with Alta Resources to operate the Customer Information Center for a three-year initial term and two, two-year option terms. Staff is requesting approval to exercise the second option term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-1895 between the Orange County Transportation Authority and Alta Resources to exercise the second option of the agreement, in an amount not to exceed \$2,094,074, to provide call center services. This will increase the maximum obligation of the agreement to a total contract value of \$8,242,674.

Discussion

The Orange County Transportation Authority's (OCTA) Customer Information Center (CIC) provides information to more than 320,000 callers per year who call the (714) 636-RIDE or 1-800-636-RIDE telephone numbers. CIC services include assisting customers with bus trip itineraries, bus scheduling information, next bus arrival times, receiving and recording customer comments, complaints, and compliments, processing pass sales orders, and answering questions regarding the OCTA Reduced Fare Identification Program. In addition, the CIC answers questions relative to customer relations, ACCESS paratransit service, freeway services, rideshare, and Metrolink, and transfers more advanced questions to the appropriate OCTA departments. The CIC operates seven days a week, 365 days per year. Hours of operation are weekdays from 7:00 a.m. to 7:00 p.m., weekends from 8:00 a.m. to 6:00 p.m. and holidays from 8:00 a.m. to 5:00 p.m.

During its hours of operation, the CIC provides live English and Spanish speaking representatives to address customer questions and provide information. On-demand translation services are available as needed for Farsi, Mandarin, Vietnamese, and over 170 additional languages. Telecommunications Relay Service (TTY) is also available for customers with a hearing or speech impairment.

Alta Resources (Alta) has provided call center services to OCTA since 2001. Alta is headquartered in Neenah, Wisconsin, and operates the CIC locally from its location in the City of Brea. The CIC is staffed with four full-time operators and 17 part-time operators within the City of Brea.

In addition to the CIC, OCTA offers other methods to answer customer questions. Improvements in technology have allowed OCTA to provide different and more advanced options for customers to use. In 2008, OCTA began providing mobile and web-based information that allows customers to access information according to their preferences. With the proliferation and increased usage of smartphones and other mobile connectivity devices, customers increasingly obtain bus information through mobile transit apps such as Google Maps or the Transit app, Text4Next, eBusbooks, and other online sources. Call volumes vary from month to month, but overall the availability of mobile information delivery methods, along with declines in bus ridership, has contributed to lower call volumes.

The current CIC contract, effective July 2014, is based on a pricing structure that assigns a fixed rate to pre-determined call volume ranges. As call volume has decreased, staff negotiated with Alta Resources to add additional lower-priced tiers in November 2016. Staff has recently negotiated with Alta to include a new lower tier to be effective with the second option term beginning July 2019, shown in the following chart.

Monthly Call Volume Tiers

Initial Term Jul. 2014	Amend. 1 Nov. 2016	Proposed Amend. 3 Jul. 2019
60,001 – 67,000	60,001 – 67,000	60,001 – 67,000
55,001 – 60,000	55,001 – 60,000	55,001 – 60,000
50,001 – 55,000	50,001 – 55,000	50,001 – 55,000
40,000 – 50,000	40,001 – 50,000	40,001 – 50,000
	35,001 – 40,000	35,001 – 40,000
	00,000 – 35,000	25,001 – 35,000
		00,000 – 25,000

By July 2019, the CIC will take on additional call-taking and response services to consolidate inbound public and customer calls. The OCTA Administrative office general phone line will be handled by live operators at the CIC, with minimal impact on call volume. This removes an existing automated system. CIC operators will seamlessly direct the callers to appropriate OCTA staff or resources.

Additionally, call-taking services for OCTA Lost and Found are being transferred to the CIC. Customers will be able to report the circumstances and description of any lost items within the normal operating hours of the call center, including evenings and weekends.

Procurement Approach

This procurement was originally handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services and was awarded on a competitive basis. On January 27, 2014, the Board approved a contract with Alta for a three-year initial term with two, two-year option terms, in the amount of \$4,035,000. Option year pricing was negotiated in the original agreement as monthly fixed-rates based on various monthly call volume ranges. As a result of renegotiations by the Contracts Administration and Materials Management Department, Alta agreed to include an additional lower monthly call volume range to accommodate a trending decrease in call volume.

The first option term of the agreement will expire on June 30, 2019. OCTA has been satisfied with the services and support provided by Alta throughout the agreement. Extending the term of the agreement will allow OCTA continued assistance with its CIC.

Exercising the second option term will extend the agreement through June 30, 2021, for an additional \$2,094,074, bringing the total contract value to \$8,242,674 (Attachment A).

Fiscal Impact

The second option term was included in the Proposed OCTA Fiscal Year 2019-20 Budget, Account 1837-7519-D4601-1E4, and is funded through the Orange County Transit District Fund.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-1895 with Alta Resources to exercise the second option term, in the amount of \$2,094,074, for call center services effective July 1, 2019 through June 30, 2021.

Attachment

A. Alta Resources Agreement No. C-3-1895 Fact Sheet

Prepared by:



Ryan Maloney
Section Manager, Customer
Engagement and Data Analytics
714-560-5451

Approved by:



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



Virginia Abadessa
Director, Contracts Administration and
Materials Management
714-560-5623

**Alta Resources
Agreement No. C-3-1895 Fact Sheet**

1. January 27, 2014, Agreement No. C-3-1895, \$4,035,000, approved by the Board of Directors (Board).
 - Agreement to provide call center services.
 - Initial term of the agreement is effective July 1, 2014 through June 30, 2017, with two, two-year option terms.
2. November 17, 2016, Amendment No. 1 to Agreement No. C-3-1895, \$0.00, approved by Contracts Administration and Materials Management.
 - Amendment to add two new monthly call volume tiers to the rate schedule.
3. March 27, 2017, Amendment No. 2 to Agreement No. C-3-1895, \$2,113,600, pending approved by the Board.
 - Amendment to exercise the first option term and extend the agreement through June 30, 2019.
 - Develop an interactive voice response system to complement the Customer Information Center.
4. April 18, 2018, Amendment No. 3 to Agreement No. C-3-1895, \$2,094,074, pending approved by the Board.
 - Amendment to exercise the second option term and extend the agreement through June 30, 2021.
 - Add one new monthly call volume tier to the rate schedule.

Total committed to Alta Resources, Agreement No. C-3-1895, in the amount of \$8,242,674.



April 18, 2019

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

Overviews are provided of three bills where positions were taken pursuant to the 2019-20 Orange County Transportation Authority State Legislative Platform. A summary is also provided on a bill related to the planning and operations of the network of toll roads in Orange County. An update is provided on a legislative hearing on the high-speed rail project.

Recommendation

Receive and file as an information item.

Discussion

AB 1402 (Petrie-Norris, D-Costa Mesa) and SB 152 (Beall, D-San Jose): Active Transportation Program

Both AB 1402 (Petrie-Norris, D-Costa Mesa) and SB 152 (Beall, D-San Jose) would make reforms to the Active Transportation Program (ATP) that would reduce the program's complexity and prioritize local decision-making without undermining existing policy priorities. The current ATP funding distribution often forces project sponsors, most of which are cities, to spend hundreds of hours in staff time and thousands of dollars on consultants to perfect their funding applications. These difficulties have discouraged many localities from applying. In Orange County, the number of applications has decreased, while project sponsors are requesting significantly more funding. AB 1402 and SB 152 would provide for a more efficient, straightforward administration of the ATP.

Current law consolidates multiple funding sources for bicycle and pedestrian projects into a single program providing more than \$220 million per year. Half of ATP funding is distributed via a statewide competitive process administered by the California Transportation Commission (CTC) in coordination with the

California Department of Transportation. Projects not selected through the statewide competitive process can apply for funding through regional calls. As part of the regional calls, 40 percent of ATP funding is distributed to metropolitan planning organizations (MPOs) in large urban areas for a regional competitive program, and the remaining ten percent of funding goes to a competitive program managed by the state for small urban and rural areas. For the regional call conducted by the Southern California Associated Governments (SCAG), existing law directs SCAG to consider geographic equity in the distribution of funds and requires that SCAG consult with county transportation commissions, including the Orange County Transportation Authority (OCTA), in the project selection process. All ATP projects, whether implemented through the statewide competitive program or the regional call, often face delays because project sponsors must get the CTC's approval for many programming actions, which adds four to six months to project delivery.

Both AB 1402 and SB 152 would allocate 75 percent of ATP funding to large MPOs, 15 percent to the state's competitive program for small and rural areas, and ten percent in the statewide competitive program. This distribution would provide roughly the same amount of funding most agencies are currently receiving, but with more consistency between programming cycles, allowing project sponsors to better plan for future projects. The bills further clarify that funding should be equitably distributed across the state. Both bills would also further streamline the ATP by changing the current project-by-project funding allocations to a lump sum distribution, eliminating the extensive programming process that delays project delivery.

While there are a few minor differences between the two pieces of legislation, it is expected that these differences will be resolved so that the text for the two bills is as similar as possible. Consistent with the principle in OCTA's 2019-20 State Legislative Platform to "sponsor legislation to streamline the administration of the Active Transportation Program and increase regional oversight," a SPONSOR position has been taken on AB 1402, and a SUPPORT position has been taken on SB 152. OCTA's letters of support for AB 1402 and SB 152, and the text for each bill, are included as Attachments A and B, respectively.

AB 1568 (McCarty, D-Sacramento): Housing Law Compliance: Withholding of Transportation Funds

AB 1568 (McCarty, D-Sacramento) initially included language that would have only allowed a city or county to receive Local Streets and Roads (LSR) program funding provided under SB 1 (Chapter 5, Statutes of 2017) if the jurisdiction met its minimum Regional Housing Needs Assessment productions goals. On April 1, 2019, amendments were made to the bill that maintain the original intent, but would instead require a city or county to ensure it complies with the Housing

Element Law to be eligible for LSR funding. The Housing Element Law requires each jurisdiction's general plan for land use development to include a housing element. AB 1568, if signed into law, would withhold LSR funding in an escrow account if the California Department of Housing and Community Development determines that a city or county is in violation of the Housing Element Law.

The LSR program, which provides cities and counties funding for road maintenance, rehabilitation, and critical safety projects is expected to receive about \$1.5 billion annually, doubling the amount of funding provided to cities and counties under traditional state local street and road funding sources. With the addition of a housing element requirement, this bill would set a concerning precedent, where other policy priorities could potentially be linked to transportation funds. This could impact transportation planning, programming, and construction activities for cities, counties, and agencies such as OCTA looking to deliver critical infrastructure projects. AB 1568 would also reduce local authority over the implementation of funds provided under SB 1, and link it to other goals without providing the necessary resources. This directly conflicts with the intent behind SB 1 in providing the additional needed resources to address the underfunded maintenance and infrastructure needs within the State.

Consistent with OCTA's 2019-2020 State Legislative Platform principle to "oppose efforts to link or reprioritize local and state transportation funding to programs not primarily intended to meet its transportation needs," an OPPOSE position has been taken on AB 1568. OCTA's opposition letter for AB 1568, and the text of the bill, has been included under Attachment C.

AB 1273 (Brough, R-San Juan Capistrano): County of Orange: Joint Exercise of Powers Agreements: Toll Roads

AB 1273 (Brough, R-San Juan Capistrano) seeks to clarify the responsibilities of the Transportation Corridor Agencies (TCA), as a joint powers authority (JPA), to be limited to the maintenance, financing, and operation of its toll road system as it exists in operation on January 1, 2020. Specifically, AB 1273, would prevent the member agencies of the TCA from forming a new JPA to construct bridge facilities or major thoroughfares on or after January 1, 2020, and would limit the current expenditure of development impact fees to the existing toll facility that is in service on January 1, 2020.

Furthermore, after January 1, 2020, TCA would be unable to incur bonded indebtedness unless it is to refund bonds or other indebtedness incurred prior to January 1, 2020, or to finance debt service spikes. In both situations, TCA would be required to demonstrate that the issuance of bonds or other indebtedness meet various requirements in order to proceed. AB 1273 also provides that the bridge facility or major thoroughfare that is operated as a toll road would be

transferred to the state after any indebtedness incurred for construction has been repaid. Prior to the transfer, the bridge facilities and major thoroughfares would be designated as a portion of the state highway system, and after the transfer, tolls would be prohibited on these facilities.

The TCA was initially formed in 1986 as a local JPA to manage, finance, construct, and operate a toll road network proposed within Orange County. State legislation granted TCA the authority to issue bonds backed by future toll revenues and development impact fees. With this authority, the TCA began construction in the early 1990s of the proposed toll road network. This system provided not only a travel alternative for Orange County residents, but helped reduce congestion on the existing state highway and interstate system. In introducing this bill, the author has voiced concern that the revenues generated from development impact fees are not being used for their intended purposes, and is seeking to ensure that going forward they are strictly used for the existing system and debt service.

Nothing in AB 1273 seeks to change TCA's role as it relates to the existing system of toll roads. The text of the bill is included as Attachment D. Staff will continue to monitor AB 1273 and provide updates to the OCTA Board of Directors as needed.

Informational Hearing on California High-Speed Rail Project

On March 26, 2019 the Senate Transportation Committee and Senate Budget Sub-Committee #2 held a Joint Informational Hearing on high-speed rail. The hearing was divided into three panels, the first on Fiscal and Program Analysis, another featuring the California High-Speed Rail Authority (CHSRA), and a panel on Regional Investments. The Fiscal and Program Analysis panel featured an overview of the project's funding status. Helen Kerstein, from the Legislative Analyst's Office, discussed the significant uncertainty surrounding the project's cost estimates, specifically the funding gap of \$50-60 billion. The first phase of the project is estimated at \$77 billion, with no cost estimates for the subsequent phases. The CHSRA panel focused on the benefits of the project, which include reduced travel time through and economic growth in the construction area. Lenny Mendonca, CHSRA Board Chair, noted the agency's commitment to funding bookend projects in the Bay Area and Los Angeles.

In the last panel, Jim Hartnett, Chief Executive Officer (CEO) of Caltrain, stressed the importance of bookend projects, most notably their utility independent from the high-speed rail project. Stephanie Wiggins, CEO of Metrolink, listed the millions of dollars' worth of shovel ready projects in the Anaheim-to-Burbank corridor, which include adding a second set of tracks throughout the corridor and grade separations to facilitate higher frequency

service. Jeanet Owens from the Los Angeles Metropolitan Transportation Authority discussed the need to complete the grade separation project at the Rosecrans crossing, one of the most dangerous rail crossings in the nation. Half of the funding for this grade separation project is funded by Proposition 1A. There was also a discussion about how improvements to Los Angeles Union Station are a high priority for the 2028 Olympic Games. It is expected that the Legislature will continue to analyze and evaluate the project's next steps. Staff will provide additional updates as the situation continues to develop.

Summary

Overviews are provided for three bills on which OCTA is taking a position pursuant to the 2019-20 State Legislative Platform. A summary is also provided on a bill related to the operation of toll roads in Orange County. An update is provided on a legislative hearing on the high-speed rail project.

Attachments

- A. AB 1402 Sponsor Letter and Bill Language
- B. SB 152 Support Letter and Bill Language
- C. AB 1568 Opposition Letter and Bill Language
- D. AB 1273 Bill Language
- E. Orange County Transportation Authority Legislative Matrix

Prepared by:

Kristin Essner
Manager, State and Federal Affairs
External Affairs
(714) 560-5754

Approved by:

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



March 29, 2019

The Honorable Cottie Petrie-Norris
California State Assembly
Post Office Box 942849
Sacramento, California 94249-0074

Subject: AB 1402 (Petrie-Norris) – SPONSOR

Dear Assembly Member Petrie-Norris:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to sponsor AB 1402, legislation to provide more certainty in the distribution of Active Transportation Program (ATP) funding and expedite the delivery of bicycle and pedestrian improvement projects.

Current law consolidates multiple funding sources for bicycle and pedestrian projects into a single program providing more than \$220 million per year. Half of this funding is distributed in a statewide competitive program, and projects not selected through the statewide competitive process can apply for funding through regional calls. As part of the regional calls, 40 percent of total ATP funding is distributed to metropolitan planning organizations (MPOs) in large urban areas for a regional competitive program, and the remaining ten percent of funding goes to a competitive program managed by the state for small urban and rural areas.

Applying for ATP funding has become a burdensome and complex endeavor. In the most recent statewide competitive program, there were 554 applications requesting \$2.2 billion in funding, with only \$440 million available. To remain truly competitive in this environment, applicants routinely spend hundreds of hours in staff time and thousands of dollars on consultants to perfect their applications. As a result, local priorities are often passed over for well-crafted applications. These difficulties have discouraged many localities from applying. In Orange County, the number of applications has decreased from 62 in the first programming cycle to just 41 in the most recent cycle, and yet, project sponsors in Orange County requested more than four times as much funding in the most recent cycle than was requested in the first one.

With half of the funding distributed via the statewide competitive program, regions and agencies can experience large variations in funding levels from

The Honorable Cottie Petrie-Norris
March 29, 2019
Page 2

one programming cycle to another. Furthermore, ATP projects, whether implemented through the statewide competitive program or the regional call, are often delayed because project sponsors must get the state's approval for most programming actions, which adds four to six months to the project delivery process. While such a policy might be beneficial for larger transformative projects, it does not make sense for smaller local projects.

AB 1402 would reduce the complexity of the ATP and prioritize local decision-making without undermining state and federal policy priorities. The legislation would allocate 75 percent of ATP funding to large MPOs, 15 percent to the state's competitive program for small and rural areas, and ten percent in the statewide competitive program. This distribution would provide roughly the same amount of funding most agencies are currently receiving but with more consistency between programming cycles, allowing project sponsors to better plan for future projects. The bill further clarifies that funding should be equitably distributed across the state. AB 1402 would also further streamline the ATP by changing the current project-by-project funding allocations to a lump sum distribution, eliminating the extensive programming process that delays project delivery.

A SPONSOR position is consistent with the OCTA 2019-20 State Legislative Platform's principle to "sponsor legislation to streamline the administration of the Active Transportation Program and increase regional oversight."

If you or your staff have any questions regarding OCTA's position on AB 1402, please contact Kristin Essner, Manager of State and Federal Relations, at (714) 560-5754 or kessner@octa.net.

Sincerely,



Tim Shaw
Chairman

TS:djs

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

AMENDED IN ASSEMBLY MARCH 26, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1402

Introduced by Assembly Member Petrie-Norris

February 22, 2019

~~An act to amend Section 670 of the Streets and Highways Code, relating to state highways.~~ *An act to amend Sections 2380, 2381, 2382, and 2384 of the Streets and Highways Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

AB 1402, as amended, Petrie-Norris. ~~Department of Transportation: permits.~~ *Active Transportation Program.*

Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects statewide, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects by metropolitan planning organizations (MPO), with the funds available for distribution by each MPO based on its relative population. Existing law requires the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. To ensure that the MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law

requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter.

This bill would require the department, instead of the commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO. The bill would authorize MPO's to adopt their own guidelines, or use part or all of the guidelines developed by the commission. The bill would also authorize specified county transportation commissions to create their own set of guidelines that govern the funding distribution for their jurisdiction and would require those guidelines to be accepted and incorporated into the MPO guidelines. To the extent the bill imposes additional duties on an MPO, the 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 that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. Existing law authorizes the department to issue written permits to authorize a permittee to, among other things, install or remove tire chains upon motor vehicles for compensation on a state highway.~~

~~This bill would make a nonsubstantive change to the latter provision.~~

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 2380 of the Streets and Highways Code*
2 *is amended to read:*

3 2380. There is hereby established the Active Transportation
4 Program in the department for the purpose of encouraging increased
5 use of active modes of transportation, such as biking and walking.
6 It is the intent of the Legislature that the program achieve all of
7 the following goals:

8 (a) Increase the proportion of trips accomplished by biking and
9 walking.

10 (b) Increase safety and mobility for nonmotorized users.

11 (c) Advance the active transportation efforts of regional agencies
12 to achieve greenhouse gas reduction goals as established pursuant
13 to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill
14 391 (Chapter 585, Statutes of 2009).

15 (d) Enhance public health, including reduction of childhood
16 obesity through the use of programs including, but not limited to,
17 projects eligible for Safe Routes to School Program funding.

18 (e) Ensure that disadvantaged communities fully share in the
19 benefits of the program.

20 (f) Provide a broad spectrum of projects to benefit many types
21 of active transportation users.

22 (g) *Provide geographic balance in the selection of projects from*
23 *the statewide competitive portion of the program.*

24 *SEC. 2. Section 2381 of the Streets and Highways Code is*
25 *amended to read:*

26 2381. (a) The Active Transportation Program shall be funded
27 by state and federal funds from appropriations in the annual Budget
28 Act. ~~Funds Notwithstanding subdivision (b) of Section 2032, funds~~
29 for the program shall be appropriated to the department, for
30 ~~allocation by the commission; distribution pursuant to paragraphs~~
31 (1), (2), and (3). The amount to be appropriated *annually* shall
32 include 100 percent of the federal Transportation Alternative
33 Program funds, except for any federal Recreational Trails Program
34 funds appropriated to the Department of Parks and Recreation;
35 twenty-one million dollars (\$21,000,000) of federal Highway

1 Safety Improvement funds or other federal funds; *one hundred*
2 *million dollars (\$100,000,000) from the Road Maintenance and*
3 *Rehabilitation Account pursuant to subdivision (b) of Section 2032;*
4 *and State Highway Account funds. Future funding may be*
5 *augmented if state or federal funds increase, or if other funding*
6 *sources are identified. Funds appropriated for the Active*
7 *Transportation Program shall be distributed as follows:*

8 (1) ~~Forty~~ *Seventy-five* percent to metropolitan planning
9 organizations in urban areas with populations greater than 200,000,
10 in proportion to their relative share of population. Funds ~~allocated~~
11 *awarded* under this paragraph shall be obligated for eligible
12 projects selected through a competitive process by the metropolitan
13 planning organizations ~~in consultation with the department and~~
14 ~~the commission and~~ in accordance with guidelines established
15 pursuant to this chapter. *These funds shall be allocated by the*
16 *commission as a lump sum amount to individual metropolitan*
17 *planning organizations in the same manner as other local*
18 *assistance funds.*

19 (2) ~~Ten~~ *Fifteen* percent to small urban and rural regions with
20 populations of 200,000 or less, with projects competitively awarded
21 by the ~~commission~~ *department* to projects in those regions.

22 (3) ~~Fifty~~ *Ten* percent to projects competitively awarded by the
23 ~~commission~~ *department, in consultation with the commission,* on
24 a statewide basis.

25 (b) For the purpose of paragraph (1) of subdivision (a), the
26 following shall apply in the region served by the ~~multicounty~~
27 ~~designated transportation planning agency described in Section~~
28 ~~130004 of the Public Utilities Code:~~ *Southern California*
29 *Association of Governments.*

30 (1) ~~The multicounty designated transportation planning agency~~
31 *Southern California Association of Governments* shall consult with
32 the county transportation commissions created pursuant to Sections
33 130050, 130050.1, and 132800 of the Public Utilities Code, ~~the~~
34 ~~commission,~~ and the department in the development of competitive
35 selection criteria to be adopted by the ~~multicounty designated~~
36 ~~transportation planning agency,~~ *Southern California Association*
37 *of Governments,* which should include consideration of geographic
38 equity, consistent with program objectives.

39 (2) ~~The multicounty designated transportation planning agency~~
40 *Southern California Association of Governments* shall place

1 priority on projects that are consistent with plans adopted by local
2 and regional governments within the county where the project is
3 located.

4 (3) ~~The multicounty designated transportation planning agency~~
5 *Southern California Association of Governments* shall obtain
6 concurrence from the county transportation commissions, adopt
7 the projects selected in a comprehensive program of projects, and
8 make funds available to selected project recipients.

9 (c) The Legislature finds and declares that the program described
10 in this chapter constitutes a highway purpose under Article XIX
11 of the California Constitution and justifies the expenditure of
12 highway funds therefor, and all expenditures of Article XIX funds
13 under this program shall be consistent with Article XIX.

14 *SEC. 3. Section 2382 of the Streets and Highways Code is*
15 *amended to read:*

16 2382. (a) ~~The~~ *Except as provided in subdivision (l), the*
17 California Transportation Commission shall develop guidelines
18 and project selection criteria for the Active Transportation Program
19 in consultation with the Active Transportation Program Workgroup,
20 which shall be formed for purposes of providing guidance on
21 matters including, but not limited to, development of and
22 subsequent revisions to program guidelines, schedules and
23 procedures, project selection criteria, performance measures, and
24 program evaluation. The workgroup shall include, but not be
25 limited to, representatives of government agencies and active
26 transportation stakeholder organizations with expertise in
27 pedestrian and bicycle issues, including Safe Routes to School
28 programs.

29 (b) The guidelines shall be the complete and full statement of
30 the policies and criteria ~~that the commission intends to~~ *for* use in
31 selecting projects to be included in the program. The guidelines
32 shall address subjects that include, but are not limited to, project
33 eligibility, application timelines, application rating and ranking
34 criteria, project monitoring, reporting, and transparency, and project
35 performance measurement.

36 (c) The guidelines shall include a process to ensure that no less
37 than 25 percent of overall program funds benefit disadvantaged
38 communities during each program cycle. The guidelines shall
39 establish a program definition for disadvantaged communities that
40 may include, but ~~need~~ *shall* not be limited to, the ~~definition~~

1 *description* in Section 39711 of the Health and Safety Code and
2 the definition of low-income schools in paragraph (7) of
3 subdivision (b) of former Section 2333.5, as that section read on
4 January 1, 2013. A project eligible under this subdivision shall
5 clearly demonstrate a benefit to a disadvantaged community or be
6 directly located in a disadvantaged community.

7 (d) The guidelines shall allow streamlining of project delivery
8 by authorizing an implementing agency to seek ~~commission~~
9 approval of a letter of no prejudice that will allow the agency to
10 expend its own funds for a project programmed in a future year
11 of the adopted program of projects, ~~in advance of allocation of~~
12 ~~funds to the project by the commission~~, and to be reimbursed at a
13 later time for eligible expenditures.

14 (e) ~~The California Transportation Commission~~ *commission* shall
15 adopt the guidelines and selection criteria for, and define the types
16 of projects eligible to be funded through, the program following
17 at least two public hearings. Projects funded in this program shall
18 be limited to active transportation *projects, including ancillary*
19 *costs associated with the construction of those* projects. The
20 guidelines shall ensure that eligible projects meet one or more of
21 the goals set forth in Section 2380 and may give increased weight
22 to projects meeting multiple goals.

23 (f) In developing the guidelines with regard to project eligibility,
24 the commission shall include, but need not be limited to, the
25 following project types:

26 (1) Development of new bikeways and walkways, or
27 improvements to existing bikeways and walkways, that improve
28 mobility, access, or safety for nonmotorized users.

29 (2) Secure bicycle parking at employment centers, park and ride
30 lots, rail and transit stations, and ferry docks and landings.

31 (3) Bicycle-carrying facilities on public transit, including rail
32 and ferries.

33 (4) Installation of traffic control devices to improve the safety
34 of pedestrians and bicyclists.

35 (5) Elimination of hazardous conditions on existing bikeways
36 and walkways.

37 (6) Maintenance of bikeways and walkways.

38 (7) Recreational trails and trailheads, park projects that facilitate
39 trail linkages or connectivity to nonmotorized corridors, and
40 conversion of abandoned railroad corridors to trails.

1 (8) Safe Routes to School projects that improve the safety of
2 children walking and bicycling to school, in accordance with
3 Section 1404 of Public Law 109-59.

4 (9) Safe routes to transit projects, which will encourage transit
5 by improving biking and walking routes to mass transportation
6 facilities and schoolbus stops.

7 (10) Educational programs to increase biking and walking, and
8 other noninfrastructure investments that demonstrate effectiveness
9 in increasing active transportation.

10 (g) In developing the guidelines with regard to project selection,
11 the commission shall include, but need not be limited to, the
12 following criteria:

13 (1) Demonstrated needs of the applicant.

14 (2) Potential for reducing pedestrian and bicyclist injuries and
15 fatalities.

16 (3) Potential for encouraging increased walking and bicycling,
17 especially among students.

18 (4) Identification of safety hazards for pedestrians and bicyclists.

19 (5) Identification of walking and bicycling routes to and from
20 schools, transit facilities, and community centers.

21 (6) Identification of the local public participation process that
22 culminated in the project proposal, which may include noticed
23 public meetings and consultation with local stakeholders.

24 (7) Benefit to disadvantaged communities. In developing
25 guidelines relative to this paragraph, the commission shall consider,
26 but ~~need~~ *shall* not be limited to, the definition of disadvantaged
27 communities as applied pursuant to subdivision (c).

28 (8) Cost-effectiveness, defined as maximizing the impact of the
29 funds provided.

30 (9) The adoption by a city or county applicant of a bicycle
31 transportation plan, pursuant to Section 891.2, a pedestrian plan,
32 a safe routes to school plan, or an overall active transportation
33 plan.

34 (10) Use of the California Conservation Corps or a qualified
35 community conservation corps, as defined in Section 14507.5 of
36 the Public Resources Code, as partners to undertake or construct
37 applicable projects in accordance with Section 1524 of Public Law
38 112-141.

39 (11) Other factors, such as potential for reducing congestion,
40 improving air quality, reducing greenhouse gas emissions, and

1 increasing and improving connectivity and mobility of
2 nonmotorized users.

3 (h) For the use of federal Transportation Alternative Program
4 funds, or other federal funds, commission guidelines shall meet
5 all applicable federal requirements.

6 (i) For the use of federal Highway Safety Improvement Program
7 funds for active transportation projects specific to reducing
8 fatalities and serious injuries, the criteria for the selection of
9 projects shall be based on a data-driven process that is aligned
10 with the state's Strategic Highway Safety Plan.

11 (j) The guidelines may include incentives intended to maximize
12 the potential for attracting funds other than program funds for
13 eligible projects.

14 (k) In reviewing and selecting projects funded by federal funds
15 in the Recreational Trails Program, the ~~commission~~ department
16 shall collaborate with the Department of Parks and Recreation to
17 evaluate proposed projects, and to ensure federal requirements are
18 met.

19 (l) To ensure that regional agencies charged with allocating
20 funds to projects pursuant to paragraph (1) of subdivision (a) of
21 Section 2381 have sufficient discretion to develop regional
22 ~~guidelines; guidelines that address the commission may adopt~~
23 ~~separate guidelines for the state and for the regional agencies~~
24 ~~relative to subdivision (g): needs of their region, metropolitan~~
25 ~~planning organizations may adopt their own guidelines, or use~~
26 ~~part or all of the guidelines developed by the commission,~~
27 ~~consistent with the criteria provided under this section. In the area~~
28 ~~covered by the Southern California Association of Governments,~~
29 ~~the county transportation commissions created pursuant to Sections~~
30 ~~130050, 130050.1, and 132800 of the Public Utilities Code, may~~
31 ~~create their own set of guidelines that govern the funding~~
32 ~~distribution for their jurisdiction and those guidelines shall be~~
33 ~~accepted and incorporated into the metropolitan planning~~
34 ~~organization's guidelines.~~

35 SEC. 4. Section 2384 of the Streets and Highways Code is
36 amended to read:

37 2384. The ~~commission~~ department shall adopt a program of
38 projects to receive allocations under this chapter. The guidelines
39 for an initial two-year program of projects shall be adopted within
40 six months of the enactment of the act enacting this section. The

1 commission shall adopt each program by no later than July 1 of
2 each odd-numbered year, but may alternatively elect *funding*
3 *pursuant to adopt a program annually. Each subsequent program*
4 *shall cover a paragraphs (2) and (3) of subdivision (a) of Section*
5 *2381 covering a period of four fiscal years; years beginning on*
6 *July 1 of the year of adoption, and shall be a statement of intent*
7 *by the commission for the allocation or expenditure of funds during*
8 *those four fiscal years. adoption. The commission department shall*
9 *form a multidisciplinary advisory group to assist it in evaluating*
10 *project applications.*

11 *SEC. 5. If the Commission on State Mandates determines that*
12 *this act contains costs mandated by the state, reimbursement to*
13 *local agencies and school districts for those costs shall be made*
14 *pursuant to Part 7 (commencing with Section 17500) of Division*
15 *4 of Title 2 of the Government Code.*

16 SECTION 1.—Section 670 of the Streets and Highways Code
17 is amended to read:

18 670. (a) The department may issue written permits, as provided
19 in this chapter, authorizing the permittee to do any of the following
20 acts:

21 (1) Make an opening or excavation for any purpose in any state
22 highway.

23 (2) Place, change, or renew an encroachment.

24 (3) Place or display in, under, or over any state highway any
25 advertising sign or device. Any advertising sign or device placed
26 or displayed in violation of this section is a public nuisance and
27 the department may immediately remove it. This section does not
28 prohibit the posting of any notice in the manner required by law
29 or by the order of any court.

30 (4) Plant, remove, cut, cut down, injure, or destroy any tree,
31 shrub, plant, or flower growing within any state highway. However,
32 the department shall not issue a permit for, or take any other action
33 to accomplish, the destruction, removal, or topping of any tree,
34 unless the tree is dead or diseased, for the purpose of improving
35 or enhancing the view from the highway of an advertising sign or
36 device or any commercial activity, unless, for any project whose
37 cost is more than five hundred dollars (\$500), the permittee has
38 obtained consent from the city or county in which the tree is
39 located. Nothing in this paragraph limits the department's authority
40 to modify or deny any permittee's request. If the city or county

1 does not respond within 30 days to a request for a permit pursuant
2 to this paragraph, the city or county is deemed to have given
3 consent to the project.

4 ~~(5) Install or remove tire chains upon motor vehicles for~~
5 ~~compensation on any state highway at locations designated in the~~
6 ~~permit, upon any terms and conditions relating to the safe and~~
7 ~~orderly movement of traffic that the department finds necessary.~~
8 ~~The department may issue sufficient permits for the installation~~
9 ~~or removal of tire chains that it finds necessary or desirable to~~
10 ~~accommodate the demand for those services consistent with the~~
11 ~~maximum convenience and safety to traffic. The department, in~~
12 ~~issuing any permit for the installation or removal of tire chains,~~
13 ~~shall not assume any responsibility for the competence or reliability~~
14 ~~of the permittee in performing those services.~~

15 ~~(b) Any person who does any act specified in this section~~
16 ~~without a permit is guilty of a misdemeanor.~~



March 29, 2019

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

Subject: **SB 152 (Beall) – SUPPORT**

Dear Senator Beall:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to support SB 152, legislation to provide more certainty in the distribution of Active Transportation Program (ATP) funding and expedite the delivery of bicycle and pedestrian improvement projects. OCTA looks forward to working with the author to provide additional clarity on how to best protect geographic equity in the regional project selection process and expedite the delivery of bicycle and pedestrian projects.

Current law consolidates multiple funding sources for bicycle and pedestrian projects into a single program providing more than \$220 million per year. Half of this funding is distributed in a statewide competitive program, and projects not selected through the statewide competitive process can apply for funding through regional calls. As part of the regional calls, 40 percent of total ATP funding is distributed to metropolitan planning organizations (MPOs) in large urban areas for a regional competitive program, and the remaining ten percent of funding goes to a competitive program managed by the state for small urban and rural areas.

Applying for ATP funding has become a burdensome and complex endeavor. In the most recent statewide competitive program, there were 554 applications requesting \$2.2 billion in funding, with only \$440 million available. To remain truly competitive in this environment, applicants routinely spend hundreds of hours in staff time and thousands of dollars on consultants to perfect their applications. As a result, local priorities are often passed over for well-crafted applications. These difficulties have discouraged many localities from applying. In Orange County, the number of applications has decreased from 62 in the first programming cycle to just 41 in the most recent cycle, and yet, project sponsors in Orange County requested more than four times as much funding in the most recent cycle than was requested in the first one.

The Honorable Jim Beall
March 29, 2019
Page 2

With half of the funding distributed via the statewide competitive program, regions and agencies can experience large variations in funding levels from one programming cycle to another. Furthermore, ATP projects, whether implemented through the statewide competitive program or the regional call, are often delayed because project sponsors must get the state's approval for most programming actions, which adds four to six months to the project delivery process. While such a policy might be beneficial for larger transformative projects, it does not make sense for smaller local projects.

SB 152 would reduce the complexity of the ATP and prioritize local decision-making without undermining state and federal policy priorities. The legislation would allocate 75 percent of ATP funding to large MPOs, 15 percent to the state's competitive program for small and rural areas, and ten percent in the statewide competitive program. This distribution would provide roughly the same amount of funding most agencies are currently receiving but with more consistency between programming cycles, allowing project sponsors to better plan for future projects. SB 152 also further streamlines the ATP by allowing MPOs to allocate funding as a lump sum, eliminating the extensive programming process that delays project delivery.

A SUPPORT position is consistent with the OCTA 2019-20 State Legislative Platform's principle to "sponsor legislation to streamline the administration of the Active Transportation Program and increase regional oversight."

If you or your staff have any questions regarding OCTA's position on SB 152, please contact Kristin Essner, Manager of State and Federal Relations, at (714) 560-5754 or kessner@octa.net.

Sincerely,



Tim Shaw
Chairman

TS:djs

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

AMENDED IN SENATE MARCH 20, 2019

SENATE BILL

No. 152

Introduced by Senator Beall

January 22, 2019

~~An act relating to vehicles. An act to amend Sections 2381, 2382, and 2384 of the Streets and Highways Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 152, as amended, Beall. ~~Department of Motor Vehicles. Active Transportation Program.~~

Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. Existing law requires the commission to develop guidelines and project selection criteria for the program in consultation with various agencies and interested parties. To ensure that MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year

program of projects for the program, with subsequent 4-year programs thereafter.

This bill would require that 75% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 10% to projects of a transformative nature competitively awarded by the commission on a statewide basis. The bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines. The bill would authorize an MPO to perform its own competitive project selection process using the regional guidelines adopted by the commission, or to request the commission to perform the competitive project selection process on the MPOs behalf using guidelines adopted by the commission for the projects awarded in small urban and rural regions and on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on behalf of the MPO.

~~Existing law establishes the Department of Motor Vehicles in the Transportation Agency and sets forth the powers and duties of the department, as specified.~~

~~This bill would declare the intent of the Legislature to enact legislation to implement efficiencies at the department in order to improve service.~~

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 2381 of the Streets and Highways Code
- 2 is amended to read:
- 3 2381. (a) The Active Transportation Program shall be funded
- 4 by state and federal funds from appropriations in the annual Budget
- 5 Act. ~~Funds~~ *Notwithstanding subdivision (b) of Section 2032, funds*
- 6 for the program shall be appropriated to the department, for
- 7 allocation by the commission. *With respect to funding provided*
- 8 *pursuant to this chapter, it is the intent of the Legislature that any*
- 9 *project savings or funds remaining if a project loses funding*

provided pursuant to this chapter remain in the Active Transportation Program. The amount to be appropriated annually shall include 100 percent of the federal Transportation Alternative Program funds, except for any federal Recreational Trails Program funds appropriated to the Department of Parks and Recreation; twenty-one million dollars (\$21,000,000) of federal Highway Safety Improvement funds or other federal funds; one hundred million dollars (\$100,000,000) from the Road Maintenance and Rehabilitation Account pursuant to subdivision (b) of Section 2032; and State Highway Account funds. Future funding may be augmented if state or federal funds increase, or if other funding sources are identified. Funds appropriated for the Active Transportation Program shall be distributed as follows:

(1) ~~Forty~~ ~~Seventy-five~~ percent to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population. Funds ~~allocated~~ ~~awarded~~ under this paragraph shall be obligated for eligible projects selected through a competitive process by the metropolitan planning organizations in consultation with the department and the commission and in accordance with guidelines established pursuant to this chapter. ~~These funds shall be allocated by the commission as a lump sum amount to each metropolitan planning organization in the same manner as other local assistance funds, except if the metropolitan planning organization requests the commission to perform the competitive selection process pursuant to subdivision (l) of Section 2382. In order to apply for funding for a project pursuant to this paragraph, a project applicant is not required to also apply for funding for that project pursuant to paragraph (3).~~

(2) ~~Ten~~ ~~Fifteen~~ percent to small urban and rural regions with populations of 200,000 or less, with projects competitively awarded by the commission to projects in those regions.

(3) ~~Fifty~~ ~~Ten~~ percent to projects of a transformative nature competitively awarded by the commission on a statewide basis.

*(b) For the purpose of paragraph (1) of subdivision (a), the following shall apply in the region served by the ~~multicounty designated transportation planning agency described in Section 130004~~ the Public Utilities Code: *Southern California Association of Governments:**

1 (1) ~~The multicounty designated transportation planning agency~~
2 *Southern California Association of Governments* shall consult with
3 the county transportation commissions created pursuant to Sections
4 130050, 130050.1, and 132800 of the Public Utilities Code, the
5 commission, and the department in the development of competitive
6 selection criteria to be adopted by the ~~multicounty designated~~
7 ~~transportation planning agency~~, *Southern California Association*
8 *of Governments*, which should include consideration of geographic
9 equity, consistent with program objectives.

10 (2) ~~The multicounty designated transportation planning agency~~
11 *Southern California Association of Governments* shall place
12 priority on projects that are consistent with plans adopted by local
13 and regional governments within the county where the project is
14 located.

15 (3) ~~The multicounty designated transportation planning agency~~
16 *Southern California Association of Governments* shall obtain
17 concurrence from the county transportation commissions, adopt
18 the projects selected in a comprehensive program of projects, and
19 make funds available to selected project recipients.

20 (c) The Legislature finds and declares that the program described
21 in this chapter constitutes a highway purpose under Article XIX
22 of the California Constitution and justifies the expenditure of
23 highway funds therefor, and all expenditures of Article XIX funds
24 under this program shall be consistent with Article XIX.

25 *SEC. 2. Section 2382 of the Streets and Highways Code is*
26 *amended to read:*

27 2382. (a) ~~The California Transportation Commission~~
28 *commission* shall develop guidelines and project selection criteria
29 *applicable to paragraphs (2) and (3) of subdivision (a) of Section*
30 *2381* for the Active Transportation Program in consultation with
31 the Active Transportation Program Workgroup, which shall be
32 formed for purposes of providing guidance on matters including,
33 but not limited to, development of and subsequent revisions to
34 program guidelines, schedules and procedures, project selection
35 criteria, performance measures, and program evaluation. The
36 workgroup shall include, but not be limited to, representatives of
37 government agencies and active transportation stakeholder
38 organizations with expertise in pedestrian and bicycle issues,
39 including Safe Routes to School programs.

(b) ~~The guidelines shall be the complete and full statement of the policies and criteria that the commission intends to use in selecting projects to be included in the program.~~ The guidelines shall address subjects that include, but are not limited to, project eligibility, application timelines, application rating and ranking criteria, project monitoring, reporting, and transparency, and project performance measurement.

(c) The guidelines shall include a process to ensure that no less than 25 percent of overall program funds benefit disadvantaged communities during each program cycle. The guidelines shall establish a program definition for disadvantaged communities that may include, but ~~need~~ *shall* not be limited to, the ~~definition~~ *description* in Section 39711 of the Health and Safety Code and the definition of low-income schools in paragraph (7) of subdivision (b) of former Section 2333.5, as that section read on January 1, 2013. A project eligible under this subdivision shall clearly demonstrate a benefit to a disadvantaged community or be directly located in a disadvantaged community.

(d) The guidelines shall allow streamlining of project delivery by authorizing an implementing agency to seek commission approval of a letter of no prejudice that will allow the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the commission, and to be reimbursed at a later time for eligible expenditures.

(e) ~~The California Transportation Commission~~ *commission* shall adopt the guidelines and selection criteria for, and define the types of projects eligible to be funded through, the program following at least two public hearings. Projects funded in this program shall be limited to active transportation *projects, including ancillary costs associated with the construction of those projects. Ancillary costs may include costs associated with followup bicycle and pedestrian counts, installation of ongoing bicycle and pedestrian counters, and changes to underlying utility and sewer systems necessitated by the active transportation project, if these costs are consistent with requirements applicable to any federal funding provided for the project.* The guidelines shall ensure that eligible projects meet one or more of the goals set forth in Section 2380 and may give increased weight to projects meeting multiple goals.

(f) In developing the guidelines with regard to project eligibility, the commission shall include, but need not be limited to, the following project types:

(1) Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users.

(2) Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.

(3) Bicycle-carrying facilities on public transit, including rail and ferries.

(4) Installation of traffic control devices to improve the safety of pedestrians and bicyclists.

(5) Elimination of hazardous conditions on existing bikeways and walkways.

(6) Maintenance of bikeways and walkways.

(7) Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails.

(8) Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.

(9) Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops.

(10) Educational programs to increase biking and walking, and other noninfrastructure investments that demonstrate effectiveness in increasing active transportation.

(g) In developing the guidelines with regard to project selection, the commission shall ~~include, but need not be limited to,~~ include the following ~~criteria:~~ *criteria, unless the particular criteria does not apply to the type of project:*

(1) Demonstrated needs of the applicant.

(2) Potential for reducing pedestrian and bicyclist injuries and fatalities.

(3) Potential for encouraging increased walking and bicycling, especially among students.

(4) Identification of safety hazards for pedestrians and bicyclists.

(5) Identification of walking and bicycling routes to and from schools, transit facilities, and community centers.

1 (6) Identification of the local public participation process that
2 culminated in the project proposal, which may include noticed
3 public meetings and consultation with local stakeholders.

4 (7) Benefit to disadvantaged communities. In developing
5 guidelines relative to this paragraph, the commission shall consider,
6 but ~~need~~ *shall* not be limited to, the definition of disadvantaged
7 communities as applied pursuant to subdivision (c).

8 (8) Cost-effectiveness, defined as maximizing the impact of the
9 funds provided.

10 (9) The adoption by a city or county applicant of a bicycle
11 transportation plan, pursuant to Section 891.2, a pedestrian plan,
12 a safe routes to school plan, or an overall active transportation
13 plan.

14 (10) Use of the California Conservation Corps or a qualified
15 community conservation corps, as defined in Section 14507.5 of
16 the Public Resources Code, as partners to undertake or construct
17 applicable projects in accordance with Section 1524 of Public Law
18 112-141.

19 (11) Other factors, such as potential for reducing congestion,
20 improving air quality, reducing greenhouse gas emissions, and
21 increasing and improving connectivity and mobility of
22 nonmotorized users.

23 (h) For the use of federal Transportation Alternative Program
24 funds, or other federal funds, commission guidelines shall meet
25 all applicable federal requirements.

26 (i) For the use of federal Highway Safety Improvement Program
27 funds for active transportation projects specific to reducing
28 fatalities and serious injuries, the criteria for the selection of
29 projects shall be based on a data-driven process that is aligned
30 with the state's Strategic Highway Safety Plan.

31 (j) The guidelines may include incentives intended to maximize
32 the potential for attracting funds other than program funds for
33 eligible projects.

34 (k) In reviewing and selecting projects funded by federal funds
35 in the Recreational Trails Program, the commission shall
36 collaborate with the Department of Parks and Recreation to
37 evaluate proposed projects, and to ensure federal requirements are
38 met.

39 (l) (1) To ensure that regional agencies charged with allocating
40 funds to projects pursuant to paragraph (1) of subdivision (a) of

1 Section 2381 have sufficient discretion to ~~develop~~ *adopt* regional
2 guidelines, the commission ~~may shall~~ adopt separate guidelines
3 for the state and for the regional agencies ~~relative to subdivision~~
4 ~~(g): to provide regional agencies with greater flexibility in the~~
5 ~~application and evaluation process, and in the administration of~~
6 ~~their programs. In the guidelines the commission adopts pursuant~~
7 ~~to this subdivision, the commission shall require regular reporting~~
8 ~~on project status and benefits pursuant to the commission's SB 1~~
9 ~~Accountability and Transparency Guidelines (Resolution G-18-09).~~

10 (2) Each regional agency may perform the competitive project
11 selection process using guidelines adopted pursuant to paragraph
12 (1) or may request the commission to perform the competitive
13 project selection process on its behalf using the commission's
14 guidelines adopted pursuant to subdivision (a).

15 SEC. 3. Section 2384 of the Streets and Highways Code is
16 amended to read:

17 2384. (a) The commission shall adopt a program of projects
18 to receive allocations under this chapter. ~~The guidelines for an~~
19 ~~initial two-year program of projects shall be adopted within six~~
20 ~~months of the enactment of the act enacting this section. The~~
21 ~~commission shall adopt each program by no later than July 1 of~~
22 ~~each odd-numbered year, but may alternatively elect funding~~
23 ~~pursuant to adopt a program annually. Each subsequent program~~
24 ~~shall cover a paragraphs (2) and (3) of subdivision (a) of Section~~
25 ~~2381. Each program shall cover a period of four fiscal years, years~~
26 ~~beginning on July 1 of the year of adoption, and shall be a~~
27 ~~statement of intent by the commission for the allocation or~~
28 ~~expenditure of funds during those four fiscal years: adoption. The~~
29 ~~commission shall form a multidisciplinary advisory group to assist~~
30 ~~it in evaluating project applications.~~

31 (b) A regional agency shall adopt a program of projects to
32 receive funding pursuant to paragraph (1) of subdivision (a) of
33 Section 2381. A regional agency shall adopt each program no
34 later than July 1 of each odd-numbered year. Each program shall
35 cover a period of four fiscal years beginning July 1 of the year of
36 adoption. If a regional agency requests the commission to perform
37 the competitive project selection process on its behalf, as described
38 in subdivision (l) of Section 2382, the commission shall adopt the
39 program of projects for the regional agency pursuant to subdivision
40 (a).

1 ~~SECTION 1. It is the intent of the Legislature to enact~~
2 ~~legislation to implement efficiencies at the Department of Motor~~
3 ~~Vehicles in order to improve service.~~

O



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

March 28, 2019

The Honorable Kevin McCarty
California State Assembly
State Capitol Building, Room 2136
Sacramento, California 95814

Subject: **AB 1568 (McCarty) – OPPOSE**

Dear Assembly Member McCarty:

The Orange County Transportation Authority (OCTA) Board of Directors regrets to inform you that we oppose AB 1568, legislation that would withhold transportation funds from a city or county if it fails to meet the Regional Housing Needs Assessment production goals. AB 1568 would conflict with other state goals, including those related to the environment, economic development, safety, and infrastructure investment requirements, and be in direct conflict with the original intent of SB 1 (Chapter 5, Statutes of 2017).

AB 1568 would require Orange County cities and the County of Orange to provide that it has met a minimum housing production goal in its annual report for a given reporting period to be eligible for Local Streets and Roads (LSR) funding provided under SB 1. The LSR program, which provides cities and counties funding for road maintenance, rehabilitation, and critical safety projects is expected to receive about \$1.5 billion annually, doubling the amount of funding provided to cities and counties under traditional state local street and road funding sources.

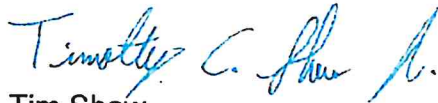
With the addition of a housing production requirement, this bill would set a concerning precedent, where other policy priorities could potentially be linked to transportation funds. This could impact transportation planning, programming, and construction activities for cities, counties, and agencies such as OCTA looking to deliver critical infrastructure projects. AB 1568 would also reduce local authority over the implementation of funds provided under SB 1, and link it to other goals without providing the necessary resources. This directly conflicts with the intent behind SB 1 in providing the additional, needed resources to address the underfunded maintenance and infrastructure needs within the State.

The Honorable Kevin McCarty
March 28, 2019
Page 2

An OPPOSE position is consistent with OCTA's 2019-2020 State Legislative Platform principle to "oppose efforts to link or reprioritize local and state transportation funding to programs not primarily intended to meet its transportation needs."

If you or your staff have any questions regarding OCTA's position on AB 1568, please contact Kristin Essner, Manager of State and Federal Relations, at (714) 560-5754 or kessner@octa.net.

Sincerely,



Tim Shaw
Chairman

TS:os

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

AMENDED IN ASSEMBLY APRIL 1, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1568

Introduced by Assembly Member McCarty
(Coauthor: Senator Wiener)

February 22, 2019

An act to ~~add~~ *amend* Section ~~65400.5 to 65585~~ of the Government Code, and to amend Section 2034 of, and to add Section 2036.5 to, the Streets and Highways Code, relating to state government finance.

LEGISLATIVE COUNSEL'S DIGEST

AB 1568, as amended, McCarty. ~~General plans: housing element: production report:—Housing law compliance:~~ withholding of transportation funds.

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. ~~The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. Existing law, the Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the~~

element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Existing law requires the department to review the draft and report its written findings, as specified. Existing law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law.

Existing law also requires the department to review any action or failure to act by the city or county that it determines is inconsistent with an adopted housing element or a specified provision of the Housing Element Law and to issue written findings, as specified, whether the action or failure to act substantially complies with the Housing Element Law. If the department finds that the action or failure to act by the city or county does not substantially comply with the Housing Element Law, and if it has issued findings as described above that an amendment to the housing element substantially complies with the Housing Element Law, existing law authorizes the department, after allowing no more than 30 days for a local agency response, to revoke its findings until it determines that the city or county has come into compliance with the Housing Element Law. Existing law also requires the department to notify the city or county and authorizes the department to notify the Office of the Attorney General that the city or county is in violation of state law if the department makes certain findings of noncompliance or a violation of specified provisions related to housing.

~~This bill would require the department, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met the applicable minimum housing production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum housing production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller. department to also notify the Controller that the city or county is in violation of state law if the department makes certain findings of noncompliance or a violation, as described above. The bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law. If the department finds that the city or~~

county is no longer in violation of state law, the bill would require the department to notify the city or county and the Controller.

Existing law creates the Road Maintenance and Rehabilitation Program and, after certain allocations for the program are made, requires 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% for apportionment to cities and counties by the Controller pursuant to a specified formula. Before receiving an apportionment of funds under the program from the Controller in a fiscal year, existing law requires an eligible city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Existing law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of the report, to apportion funds to eligible cities and counties included in the report, as specified. Existing law requires cities and counties to maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for an allocation or apportionment of these funds.

This bill would, commencing with the 2022–23 fiscal year and through and including the 2051–52 fiscal year, also ~~require~~ *prohibit* cities and counties ~~to be certified in the prior fiscal year from being found by the Department of Housing and Community Development, Development to be not in violation of state law,~~ as described above, in order to remain eligible for an apportionment of these funds. For each city and county that ~~is not in compliance with this requirement, found by the department to be in violation of state law,~~ the bill would require the Controller to withhold the apportionment of funds that would otherwise be apportioned and distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account for each city or county that ~~is not in compliance, found by the department to be in violation of state law.~~ The bill would require the Controller to distribute the funds in the escrow account to the applicable city or county after the city or county ~~is certified to found by the department to no longer be in compliance~~ *violation of state law* and meets other specified requirements. The bill would make other technical and conforming changes.

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

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

1 ~~SECTION 1. Section 65400.5 is added to the Government~~
2 ~~Code, to read:~~

3 ~~65400.5. (a) For purposes of this section:~~

4 ~~(1) “Department” means the Department of Housing and~~
5 ~~Community Development.~~

6 ~~(2) “Production report” means the information reported by a~~
7 ~~city or county pursuant to subparagraph (H) of paragraph (2) of~~
8 ~~subdivision (a) of Section 65400 as a part of the annual report~~
9 ~~described in Section 65400.~~

10 ~~(b) The department shall, on or before June 30, 2022, and on~~
11 ~~or before June 30 every year thereafter and through and including~~
12 ~~June 30, 2051, review each production report submitted by a city~~
13 ~~or county to determine if the city or county has met the applicable~~
14 ~~minimum housing production goal for that reporting period. The~~
15 ~~minimum housing production goal shall be calculated using the~~
16 ~~following schedule:~~

17 ~~(1) For a production report that covers a reporting period for~~
18 ~~each calendar year commencing January 1, 2022, to January 1,~~
19 ~~2027, inclusive, the minimum housing production goal means that~~
20 ~~the production report reflects that the number of units of housing~~
21 ~~available in that city or county is at least 20 percent of the city or~~
22 ~~county’s share of regional housing needs for each income category.~~

23 ~~(2) For a production report that covers a reporting period for~~
24 ~~each calendar year commencing January 1, 2028, to January 1,~~
25 ~~2032, inclusive, the minimum housing production goal means that~~
26 ~~the production report reflects that the number of units of housing~~
27 ~~available in that city or county is at least 40 percent of the city or~~
28 ~~county’s share of regional housing needs for each income category.~~

29 ~~(3) For a production report that covers a reporting period for~~
30 ~~each calendar year commencing January 1, 2033, to January 1,~~
31 ~~2038, inclusive, the minimum housing production goal means that~~
32 ~~the production report reflects that the number of units of housing~~
33 ~~available in that city or county is at least 60 percent of the city or~~
34 ~~county’s share of regional housing needs for each income category.~~

35 ~~(4) For a production report that covers a reporting period for~~
36 ~~each calendar year commencing January 1, 2039, to January 1,~~
37 ~~2044, inclusive, the minimum housing production goal means that~~
38 ~~the production report reflects that the number of units of housing~~

1 available in that city or county is at least 80 percent of the city or
2 county's share of regional housing needs for each income category:

3 ~~(5) For a production report that covers a reporting period for~~
4 ~~each calendar year commencing January 1, 2045, and January 1,~~
5 ~~2050, the minimum housing production goal means that the~~
6 ~~production report reflects that the number of units of housing~~
7 ~~available in that city or county is 100 percent of the city or county's~~
8 ~~share of regional housing needs for each income category:~~

9 ~~(c) Any calculation made by the department pursuant to~~
10 ~~subdivision (b) that results in a fractional unit shall be rounded~~
11 ~~down.~~

12 ~~(d) If the department determines that a city or county has met~~
13 ~~its applicable minimum housing production goal for that reporting~~
14 ~~period as described in subdivision (b), the department shall no~~
15 ~~later than June 30 of that year submit a certification of that result~~
16 ~~to the Controller. A certification is valid for the next fiscal year.~~

17 *SECTION 1. Section 65585 of the Government Code is*
18 *amended to read:*

19 65585. (a) In the preparation of its housing element, each city
20 and county shall consider the guidelines adopted by the department
21 pursuant to Section 50459 of the Health and Safety Code. Those
22 guidelines shall be advisory to each city or county in the
23 preparation of its housing element.

24 (b) (1) ~~At least 90 days prior to before~~ adoption of its housing
25 ~~element, or at least 60 days prior to before~~ the adoption of an
26 amendment to this element, the planning agency shall submit a
27 draft element or draft amendment to the department.

28 (2) The planning agency staff shall collect and compile the
29 public comments regarding the housing element received by the
30 city, county, or city and county, and provide these comments to
31 each member of the legislative body before it adopts the housing
32 element.

33 (3) The department shall review the draft and report its written
34 findings to the planning agency within 90 days of its receipt of the
35 draft in the case of an adoption or within 60 days of its receipt in
36 the case of a draft amendment.

37 (c) In the preparation of its findings, the department may consult
38 with any public agency, group, or person. The department shall
39 receive and consider any written comments from any public

1 agency, group, or person regarding the draft or adopted element
2 or amendment under review.

3 (d) In its written findings, the department shall determine
4 whether the draft element or draft amendment substantially
5 complies with this article.

6 (e) Prior to the adoption of its draft element or draft amendment,
7 the legislative body shall consider the findings made by the
8 department. If the department's findings are not available within
9 the time limits set by this section, the legislative body may act
10 without them.

11 (f) If the department finds that the draft element or draft
12 amendment does not substantially comply with this article, the
13 legislative body shall take one of the following actions:

14 (1) Change the draft element or draft amendment to substantially
15 comply with this article.

16 (2) Adopt the draft element or draft amendment without changes.
17 The legislative body shall include in its resolution of adoption
18 written findings which explain the reasons the legislative body
19 believes that the draft element or draft amendment substantially
20 complies with this article despite the findings of the department.

21 (g) Promptly following the adoption of its element or
22 amendment, the planning agency shall submit a copy to the
23 department.

24 (h) The department shall, within 90 days, review adopted
25 housing elements or amendments and report its findings to the
26 planning agency.

27 (i) (1) (A) The department shall review any action or failure
28 to act by the city, county, or city and county that it determines is
29 inconsistent with an adopted housing element or Section 65583,
30 including any failure to implement any program actions included
31 in the housing element pursuant to Section 65583. The department
32 shall issue written findings to the city, county, or city and county
33 as to whether the action or failure to act substantially complies
34 with this article, and provide a reasonable time no longer than 30
35 days for the city, county, or city and county to respond to the
36 findings before taking any other action authorized by this section,
37 including the action authorized by subparagraph (B).

38 (B) If the department finds that the action or failure to act by
39 the city, county, or city and county does not substantially comply
40 with this article, and if it has issued findings pursuant to this section

1 that an amendment to the housing element substantially complies
2 with this article, the department may revoke its findings until it
3 determines that the city, county, or city and county has come into
4 compliance with this article.

5 (2) The department may consult with any local government,
6 public agency, group, or person, and shall receive and consider
7 any written comments from any public agency, group, or person,
8 regarding the action or failure to act by the city, county, or city
9 and county described in paragraph (1), in determining whether the
10 housing element substantially complies with this article.

11 (j) The department shall notify the city, county, or city and
12 county *and the Controller* and may notify the Office of the
13 Attorney General that the city, county, or city and county is in
14 violation of state law if the department finds that the housing
15 element or an amendment to this element, or any action or failure
16 to act described in subdivision (i), does not substantially comply
17 with this article or that any local government has taken an action
18 in violation of the following:

19 (1) Housing Accountability Act (Section 65589.5 of the
20 Government Code).

21 (2) Section 65863 of the Government Code.

22 (3) Chapter 4.3 (commencing with Section 65915) of Division
23 1 of Title 7 of the Government Code.

24 (4) Section 65008 of the Government Code.

25 (k) (1) *A city or county that the department has found to be in*
26 *violation of state law pursuant to subdivision (j) may, in a form*
27 *and manner prescribed by the department, submit evidence that*
28 *the city or county is no longer in violation of state law to the*
29 *department and may request the department to issue a written*
30 *finding that the city or county is no longer in violation of state law.*

31 (2) *If the department finds that the city or county is no longer*
32 *in violation of state law, the department shall notify the city or*
33 *county and the Controller.*

34 SEC. 2. Section 2034 of the Streets and Highways Code is
35 amended to read:

36 2034. (a) (1) Before receiving an apportionment of funds
37 under the program pursuant to paragraph (2) of subdivision (h) of
38 Section 2032 from the Controller in a fiscal year, a city or county
39 shall submit to the commission a list of projects proposed to be
40 funded with these funds. All projects proposed to receive funding

1 shall be adopted by resolution by the applicable city council or
2 county board of supervisors at a regular public meeting. The list
3 of projects proposed to be funded with these funds shall include
4 a description and the location of each proposed project, a proposed
5 schedule for the project's completion, and the estimated useful life
6 of the improvement. The project list shall not limit the flexibility
7 of a city or county to fund projects in accordance with local needs
8 and priorities so long as the projects are consistent with subdivision
9 (b) of Section 2030.

10 (2) The commission shall submit an initial report to the
11 Controller that indicates the cities and counties that have submitted
12 a list of projects that meet the requirements of paragraph (1) and
13 that are therefore eligible to receive an apportionment of funds
14 under the program for the applicable fiscal year pursuant to
15 paragraph (3). If the commission receives a list of projects from a
16 city or county after it submits its initial report to the Controller,
17 the commission shall submit a subsequent report to the Controller
18 that indicates the cities and counties that submitted a list of projects
19 that meet the requirements of paragraph (1) after the commission
20 submitted its initial report.

21 (3) The Controller, upon receipt of the initial report, shall
22 apportion funds to eligible cities and counties included in the initial
23 report.

24 (4) (A) For any city or county that is not included in the initial
25 report submitted to the Controller pursuant to paragraph (2), the
26 Controller shall retain the monthly share of funds that would
27 otherwise be apportioned and distributed to the city or county
28 pursuant to paragraph (3).

29 (B) If the Controller receives a subsequent report from the
30 commission within 90 days of receiving the initial report from the
31 commission that a city or county has become eligible to receive
32 an apportionment, the Controller shall apportion the applicable
33 portion of funds retained pursuant to subparagraph (A) to the city
34 or county included in the subsequent report.

35 (C) The Controller shall reapportion to all eligible cities and
36 counties included in the initial report or a subsequent report from
37 the commission pursuant to the formula in clauses (i) and (ii) of
38 subparagraph (C) of paragraph (3) of subdivision (a) of Section
39 2103 any funds that were retained pursuant to subparagraph (A)

1 but that were not apportioned and distributed pursuant to
2 subparagraph (B).

3 (b) For each fiscal year, each city or county receiving an
4 apportionment of funds shall, upon expending program funds,
5 submit documentation to the commission that details the
6 expenditures of all funds under the program, including a description
7 and location of each completed project, the amount of funds
8 expended on the project, the completion date, if applicable, and
9 the estimated useful life of the improvement.

10 (c) Before receiving an apportionment of funds under the
11 program pursuant to paragraph (2) of subdivision (h) of Section
12 2032, an eligible city or county may expend other funds on eligible
13 projects and may reimburse the source of those other funds when
14 it receives its apportionment from the Controller over one or more
15 years.

16 SEC. 3. Section 2036.5 is added to the Streets and Highways
17 Code, to read:

18 2036.5. (a) Commencing with the 2022–23 fiscal year, and
19 until the 2051–52 fiscal year, in addition to the requirement
20 specified in Section 2036, in order to remain eligible in any fiscal
21 year for an apportionment of funds pursuant to paragraph (2) of
22 subdivision (h) of Section 2032 a city or county ~~shall, in the prior~~
23 ~~fiscal year, be certified~~ *shall not be found* by the Department of
24 Housing and Community Development *to be in violation of state*
25 *law pursuant to Section 65400.5 65585 of the Government Code.*
26 *Code during the prior fiscal year.*

27 (b) For each city or county that ~~is not in compliance with~~ *found*
28 *by the Department of Housing and Community Development to be*
29 *in violation of state law as described in* subdivision (a), the
30 Controller shall withhold the apportionment of funds that would
31 otherwise be apportioned and distributed to that city or county for
32 the fiscal year and shall deposit those funds in a separate escrow
33 account for each city or county that ~~is not in compliance with~~ *found*
34 *by the Department of Housing and Community Development to be*
35 *in violation of state law as described in* subdivision (a).

36 (c) The Controller shall distribute the funds held in an escrow
37 account created pursuant to subdivision (b) to the applicable city
38 or county after both of the following occur:

39 (1) The city or county ~~is certified~~ *found* by the Department of
40 Housing and Community Development ~~pursuant to Section 65400.5~~

1 ~~of the Government Code in the prior fiscal year. to no longer be~~
2 ~~in violation of state law as described in subdivision (k) of Section~~
3 ~~65585 of the Government Code.~~

4 (2) The city or county submits a list of projects proposed to be
5 funded with the funds in the escrow account that meet the
6 requirements of subdivision (a) of Section 2034 to the commission
7 and the commission submits a report to the Controller indicating
8 that the list of projects meets those requirements.

9 (d) If a city or county whose funds have been withheld complies
10 with paragraph (1) of subdivision (c) but does not comply with
11 paragraph (2) of subdivision (c), the Controller shall reapportion
12 the funds that have been withheld to eligible cities and counties
13 pursuant to the formula in clauses (i) and (ii) of subparagraph (C)
14 of paragraph (3) of subdivision (a) of Section 2103.

15 (e) A city or county that receives an apportionment of funds
16 pursuant to this section shall comply with subdivision (b) of Section
17 2034 with respect to the expenditure of those funds.

AMENDED IN ASSEMBLY MARCH 25, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1273

Introduced by Assembly Member Brough

February 21, 2019

An act to amend Section ~~66483~~ 66484.3 of the Government Code, relating to ~~land use~~ transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1273, as amended, Brough. ~~Subdivision Map Act: fees: County of Orange: joint exercise of powers agreements: toll roads.~~

The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power. Existing law authorizes the County of Orange and the cities in that county, by ordinance, to require the payment of development fees, as specified, for purposes of defraying the costs of constructing bridges and major thoroughfares. Existing law authorizes those entities to form a joint powers agency for specified purposes, including constructing bridges and major thoroughfares, collecting tolls for the use of those facilities, and incurring indebtedness for the construction of those facilities. Pursuant to this authority, various toll roads in the County of Orange were constructed.

This bill would limit the expenditure of those development fees to the maintenance, operation, or financing of a completed toll facility that is in service on January 1, 2020, and for which indebtedness was incurred. The bill would prohibit those entities, on and after January 1, 2020, from forming a new joint powers agency to construct bridge facilities or major thoroughfares under that specific authorization or the general authorization. The bill would prohibit a joint powers agency

formed under that specific authorization before January 1, 2020, from designing, planning, developing, or constructing any of those facilities on or after January 1, 2020. The bill would prohibit a joint powers agency formed under that specific authorization from incurring new bonded indebtedness, except for specified purposes. The bill would make other related changes.

Existing law authorizes a joint powers agency created for these purposes to make certain toll revenues and fees available as a loan to other specified joint powers agencies to pay for the cost of construction and toll collection of major thoroughfares other than those for which the toll or fee is charged if specified requirements are met and findings are made.

This bill would delete that provision.

Existing law authorizes an entity constructing bridge facilities or major thoroughfares pursuant to the above-described provisions to transfer all or a portion of those facilities to the state, subject to terms and conditions that are satisfactory to the Director of Transportation.

This bill would require any facility constructed under these provisions and operated as a toll road to be transferred to the state after any indebtedness has been repaid subject to terms and conditions that are satisfactory to the Director of Transportation. After the facilities have been transferred to the state, the bill would prohibit the imposition of a toll for the use of these facilities.

~~The Subdivision Map Act authorizes a local agency to adopt an ordinance that includes a requirement for the payment of fees for purposes of defraying the actual or estimated costs of constructing planned drainage facilities for the removal of surface and storm waters from local or neighborhood drainage areas and of constructing planned sanitary sewer facilities for local sanitary sewer areas if, among other specified conditions, the ordinance has been in effect for a period of at least 30 days prior to the filing of a tentative map or parcel map if no tentative map is required.~~

~~This bill would extend the period of time the ordinance is required to be in effect to 60 days prior to the filing of a tentative map or parcel map if no tentative map is required.~~

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 66484.3 of the Government Code is*
2 *amended to read:*

3 66484.3. (a) Notwithstanding Section 66007, the Board of
4 Supervisors of the County of Orange and the city council or
5 councils of any city or cities in that county may, by ordinance,
6 require the payment of a fee as a condition of approval of a final
7 map or as a condition of issuing a building permit for purposes of
8 defraying the actual or estimated cost of constructing *or financing*
9 bridges over waterways, railways, freeways, and canyons, or
10 constructing major ~~thoroughfares~~ *thoroughfares completed on or*
11 *before January 1, 2020, and in service on January 1, 2020.*

12 (b) The local ordinance may require payment of fees pursuant
13 to this section ~~if~~ *if the ordinance includes all of the following:*

14 (1) *The ordinance provides that the bridges and major*
15 *thoroughfares are designed and approved as landscaped, grade*
16 *separated scenic toll highway corridors that include four to six*
17 *general purpose travel lanes with medians or other areas wide*
18 *enough to accommodate any necessary high-occupancy vehicle*
19 *or special transit requirements and are not part of an interstate*
20 *freeway or local arterial.*

21 (2) *The ordinance limits the expenditure of the fee to the*
22 *maintenance, operation, or financing of a completed facility*
23 *described in paragraph (1) that is in service on January 1, 2020,*
24 *and for which indebtedness was incurred pursuant to subdivision*
25 *(f).*

26 (+)

27 (3) *The ordinance refers to the circulation element of the general*
28 *plan and, in the case of bridges, to the transportation provisions*
29 *or flood control provisions of the general plan which that identify*
30 *railways, freeways, streams, or canyons for which bridge crossings*
31 *are required on the general plan or local roads, and in the case of*
32 *major thoroughfares, to the provisions of the circulation element*
33 *which that identify those major thoroughfares whose primary*
34 *purpose is to carry through traffic and provide a network*
35 *connecting to or which that is part of the state highway system,*
36 *and the circulation element, transportation provisions, or flood*
37 *control provisions have been adopted by the local agency 30 days*
38 *prior to before the filing of a map or application for a building*

1 permit. Bridges ~~which~~ *that* are part of a major thoroughfare need
2 not be separately identified in the transportation or flood control
3 provisions of the general plan.

4 ~~(2)~~

5 (4) The ordinance provides that there will be a public hearing
6 held by the governing body for each area benefited. Notice shall
7 be given pursuant to Section 65905. In addition to the requirements
8 of Section 65905, the notice shall contain preliminary information
9 related to the boundaries of the area of benefit, estimated cost, and
10 the method of fee apportionment. The area of benefit may include
11 land or improvements in addition to the land or improvements
12 ~~which~~ *that* are the subject of any map or building permit application
13 considered at the proceedings.

14 ~~(3)~~

15 (5) The ordinance provides that at the public hearing, the
16 boundaries of the area of benefit, the costs, whether actual or
17 estimated, and a fair method of allocation of costs to the area of
18 benefit and fee apportionment are established. The method of fee
19 apportionment, in the case of major thoroughfares, shall not provide
20 for higher fees on land ~~which~~ *that* abuts the proposed improvement
21 except where the abutting property is provided direct usable access
22 to the major thoroughfare. A description of the boundaries of the
23 area of benefit, the costs, whether actual or estimated, and the
24 method of fee apportionment established at the hearing shall be
25 incorporated in a resolution of the governing body, a certified copy
26 of which shall be recorded by the governing body conducting the
27 hearing with the recorder of the County of Orange. The resolution
28 may subsequently be modified in any respect by the governing
29 body. Modifications shall be adopted in the same manner as the
30 original resolution, except that the resolution of a city or county
31 ~~which~~ *that* has entered into a joint exercise of powers agreement
32 pursuant to subdivision (f), relating to constructing bridges over
33 waterways, railways, freeways, and canyons or constructing major
34 thoroughfares by the joint powers agency, may be modified by the
35 joint powers agency following public notice and a public hearing,
36 if the joint powers agency has complied with all applicable laws,
37 including Chapter 5 (commencing with Section 66000) of Division
38 1. Any modification shall be subject to the protest procedures
39 prescribed by paragraph ~~(6)~~ (8). The resolution may provide for
40 automatic periodic adjustment of fees based upon the California

1 Construction Cost Index prepared and published by the Department
2 of Transportation, without further action of the governing body,
3 including, but not limited to, public notice or hearing. The
4 apportioned fees shall be applicable to all property within the area
5 of benefit and shall be payable as a condition of approval of a final
6 map or as a condition of issuing a building permit for any of the
7 property or portions of the property. Where the area of benefit
8 includes lands not subject to the payment of fees pursuant to this
9 section, the governing body shall ~~make provision~~ *provide* for
10 payment of the share of improvement costs apportioned to those
11 lands from other sources, but those sources need not be identified
12 at the time of the adoption of the resolution.

13 (4)

14 (6) The ordinance provides that payment of fees shall not be
15 required unless the major thoroughfares are in addition to, or a
16 reconstruction or widening of, any existing major thoroughfares
17 serving the area ~~at the time of the adoption of the boundaries of~~
18 ~~the area of benefit.~~ *on January 1, 2020.*

19 (5)

20 (7) The ordinance provides that payment of fees shall not be
21 required unless the planned bridge facility is an original bridge
22 serving the area or an addition to any existing bridge facility
23 serving the area ~~at the time of the adoption of the boundaries of~~
24 ~~the area of benefit.~~ Fees imposed pursuant to this section shall not
25 ~~be expended to reimburse the cost of existing bridge facility~~
26 ~~construction, unless these costs are incurred in connection with~~
27 ~~the construction of an addition to an existing bridge for which fees~~
28 ~~may be required.~~ *on January 1, 2020.*

29 (6)

30 (8) (A) The ordinance provides that if, within the time when
31 protests may be filed under its provisions, there is a written protest,
32 filed with the clerk of the legislative body, by the owners of more
33 than one-half of the area of the property to be benefited by the
34 improvement, and sufficient protests are not withdrawn so as to
35 reduce the area represented to less than one-half of that to be
36 benefited, then the proposed proceedings shall be abandoned, and
37 the legislative body shall not, for one year from the filing of that
38 written protest, commence or carry on any proceedings for the
39 same improvement or acquisition under this section, unless the

1 protests are overruled by an affirmative vote of four-fifths of the
2 legislative body.

3 ~~Nothing~~

4 (B) ~~Nothing~~ in this section shall preclude the processing and
5 recordation of maps in accordance with other provisions of this
6 division if proceedings are abandoned.

7 ~~Any~~

8 (C) ~~Any~~ protests may be withdrawn in writing by the owner
9 who filed the protest, at any time ~~prior to~~ before the conclusion of
10 a public hearing held pursuant to the ordinance.

11 ~~If~~

12 (D) ~~If~~ any majority protest is directed against only a portion of
13 the improvement then all further proceedings under the provisions
14 of this section to construct that portion of the improvement so
15 protested against shall be barred for a period of one year, but the
16 legislative body shall not be barred from commencing new
17 proceedings not including any part of the improvement or
18 acquisition so protested against. ~~Nothing in this~~ This section ~~shall~~
19 ~~does not~~ prohibit the legislative body, within the one-year period,
20 from commencing and carrying on new proceedings for the
21 construction of a portion of the improvement so protested against
22 if it finds, by the affirmative vote of four-fifths of its members,
23 that the owners of more than one-half of the area of the property
24 to be benefited are in favor of going forward with that portion of
25 the improvement or acquisition.

26 ~~If~~

27 (E) ~~If~~ the provisions of this paragraph, or provisions
28 implementing this paragraph contained in any ordinance adopted
29 pursuant to this section, are held invalid, that invalidity shall not
30 affect other provisions of this section or of the ordinance adopted
31 pursuant ~~thereto, to this section~~, which can be given effect without
32 the invalid provision, and to this end the provisions of this section
33 and of an ordinance adopted ~~thereto to this section~~ are
34 severable.

35 (c) Fees paid pursuant to an ordinance adopted pursuant to this
36 section shall be deposited in a planned bridge facility or major
37 thoroughfare fund. A fund shall be established for each planned
38 bridge facility project or each planned major thoroughfare project.
39 If the benefit area is one in which more than one bridge or major
40 thoroughfare is required to be constructed, a fund may be so

1 established covering all of the bridge or major thoroughfare
2 projects in the benefit area. Except as otherwise provided in
3 subdivision ~~(g)~~; (h), moneys in the fund shall be expended solely
4 for the construction or reimbursement for construction of the
5 improvement serving the area to be benefited and from which the
6 fees comprising the fund were collected, or to reimburse the county
7 or a city for the cost of constructing the improvement.

8 (d) An ordinance adopted pursuant to this section may provide
9 for the acceptance of considerations in lieu of the payment of fees.

10 (e) The county or a city imposing fees pursuant to this section
11 may advance money from its general fund or road fund to pay the
12 cost of constructing the improvements and may reimburse the
13 general fund or road fund from planned bridge facilities or major
14 thoroughfares funds established to finance the construction of the
15 improvements.

16 (f) (1) The county or a city imposing fees pursuant to this
17 section may incur an interest-bearing indebtedness for the
18 construction of bridge facilities or major thoroughfares. The sole
19 security for repayment of the indebtedness shall be moneys in
20 planned bridge facilities or major thoroughfares funds. A city or
21 county imposing fees pursuant to this section ~~may may, before~~
22 *January 1, 2020*, enter into joint exercise of powers agreements
23 with other local agencies imposing fees pursuant to this section,
24 for the purpose of, among others, jointly exercising as a duly
25 authorized original power established by this section, in addition
26 to those through a joint exercise of powers agreement, those powers
27 ~~authorized described~~ in Chapter 5 (commencing with Section
28 31100) of Division 17 of the Streets and Highways Code for the
29 purpose of constructing bridge facilities and major thoroughfares
30 in lieu of a tunnel and appurtenant facilities, and, notwithstanding
31 Section 31200 of the Streets and Highways Code, may acquire by
32 dedication, gift, purchase, or eminent domain, any franchise, rights,
33 privileges, easements, or other interest in property, either real or
34 personal, necessary therefor on segments of the state highway
35 system, including, but not limited to, those segments of the state
36 highway system eligible for federal participation pursuant to Title
37 23 of the United States Code. *A county or city imposing fees*
38 *pursuant to this section shall not, on and after January 1, 2020,*
39 *enter into a joint exercise of powers agreement pursuant to this*
40 *section or Article 1 (commencing with Section 6500) of Chapter*

1 5 of Division 7 of Title 1 to construct bridge facilities or major
2 thoroughfares. A joint powers agency created pursuant to this
3 section before January 1, 2020, may continue to maintain, operate,
4 and pay debt service on any bridges or major thoroughfares
5 authorized pursuant to this section and in service on January 1,
6 2020, but shall not design, plan, develop, or construct any facilities
7 pursuant to this section on or after January 1, 2020.

8 An

9 (2) An entity constructing bridge facilities and major
10 thoroughfares pursuant to this section shall design and construct
11 the bridge facilities and major thoroughfares to the standards and
12 specifications of the Department of Transportation then in effect,
13 and may, at any time, *except as provided in paragraph (4)*, transfer
14 all or a portion of the bridge facilities and major thoroughfares to
15 the state subject to the terms and conditions as shall be satisfactory
16 to the Director of the Department of Transportation. Any of these
17 bridge facilities and major thoroughfares shall be designated as a
18 portion of the state highway system ~~prior to~~ before its transfer.
19 The participants in a joint exercise of powers agreement may also
20 exercise as a duly authorized original power established by this
21 section the power to establish and collect toll charges only for
22 paying for the costs of construction of the major thoroughfare for
23 which the toll is charged and for the costs of collecting the tolls;
24 ~~except that a joint powers agency, which is the lending agency,~~
25 ~~may, notwithstanding subdivision (c), make toll revenues and fees~~
26 ~~imposed pursuant to this section available to another joint powers~~
27 ~~agency, which is the borrowing agency, established for the purpose~~
28 ~~of designing, financing, and constructing coordinated and~~
29 ~~interrelated major thoroughfares, in the form of a subordinated~~
30 ~~loan, to pay for the cost of construction and toll collection of major~~
31 ~~thoroughfares other than the major thoroughfares for which the~~
32 ~~toll or fee is charged, if the lending agency has complied with all~~
33 ~~applicable laws, including Chapter 5 (commencing with Section~~
34 ~~66000) of Division 1, and if the borrowing agency is required to~~
35 ~~pay interest on the loan to the lending agency at a rate equal to the~~
36 ~~interest rate charged on funds loaned from the Pooled Money~~
37 ~~Investment Account. Prior to executing the loan, the lending agency~~
38 ~~shall make all of the following findings: tolls.~~

39 (1) ~~The major thoroughfare for which the toll or fee is charged~~
40 ~~will benefit from the construction of the major thoroughfare to be~~

1 constructed by the borrowing agency or will benefit financially
2 by a sharing of revenues with the borrowing agency.

3 (2) ~~The lending agency will possess adequate financial resources~~
4 ~~to fund all costs of construction of existing and future projects that~~
5 ~~it plans to undertake prior to the final maturity of the loan, after~~
6 ~~funding the loan, and taking into consideration its then existing~~
7 ~~funds, its present and future obligations, and the revenues and fees~~
8 ~~it expects to receive.~~

9 (3) ~~The funding of the loan will not materially impair its~~
10 ~~financial condition or operations during the term of the loan.~~

11 Major

12 (3) *Major* thoroughfares from *for* which tolls are charged shall
13 ~~utilize~~ *use* the toll collection equipment most capable of moving
14 vehicles expeditiously and efficiently, and ~~which~~ *that* is best suited
15 for that purpose, as determined by the participants in the joint
16 exercise of powers agreement. However, ~~in no event shall the~~
17 ~~powers authorized described in Chapter 5 (commencing with~~
18 ~~Section 31100) of Division 17 of the Streets and Highways Code~~
19 ~~shall not be exercised exercised, as authorized in paragraph (1),~~
20 unless a resolution is first adopted by the legislative body of the
21 agency finding that adequate funding for the portion of the cost of
22 constructing those bridge facilities and major thoroughfares not
23 funded by the development fees collected by the agency is not
24 available from any federal, state, or other source. Any major
25 thoroughfare constructed and operated as a toll road pursuant to
26 this section shall only be constructed parallel to other public
27 thoroughfares and highways.

28 (4) *After any indebtedness incurred for the construction of a*
29 *bridge facility or major thoroughfare that is operated as a toll*
30 *road has been repaid, the bridge facility or major thoroughfare*
31 *shall be transferred to the state, subject to the terms and conditions*
32 *as shall be satisfactory to the Director of Transportation. Any of*
33 *these bridge facilities and major thoroughfares shall be designated*
34 *as a portion of the state highway system before its transfer and,*
35 *after its transfer to the state, a toll shall not be imposed for the*
36 *use of these facilities.*

37 (g) *Notwithstanding the powers granted pursuant to subdivision*
38 *(f), a joint powers agency created pursuant to subdivision (f) shall*
39 *not, on or after January 1, 2020, incur bonded indebtedness, except*
40 *that the joint powers agency shall have the authority, rights, and*

1 powers it held before that date only for both of the following
2 purposes:

3 (1) To issue bonds or otherwise incur indebtedness to refund
4 the bonds or other indebtedness incurred before January 1, 2020,
5 or to provide monetary savings to the joint exercise of powers
6 agency if both of the following requirements are met:

7 (A) The total interest cost to maturity on the refunding bonds
8 or other indebtedness plus the principal amount of the refunding
9 bonds or other indebtedness does not exceed the total remaining
10 interest cost to maturity on the bonds or other indebtedness to be
11 refunded plus the remaining principal of the bonds or other
12 indebtedness to be refunded.

13 (B) The principal amount of the refunding bonds or other
14 indebtedness does not exceed the amount required to defease the
15 refunded bonds or other indebtedness, to establish customary debt
16 service reserves, and to pay related costs of issuance. If these
17 conditions are satisfied, the initial principal amount of the
18 refunding bonds or other indebtedness may be greater than the
19 outstanding principal amount of the bonds or other indebtedness
20 to be refunded. The joint powers agency may pledge to the
21 refunding bonds or other indebtedness the revenues pledged to
22 the bonds or other indebtedness being refunded, and that pledge,
23 when made in connection with the issuance of such refunding
24 bonds or other indebtedness, shall have the same lien priority as
25 the pledge of the bonds or other obligations to be refunded, and
26 shall be valid, binding, and enforceable in accordance with its
27 terms.

28 (2) To issue bonds or otherwise incur indebtedness to finance
29 debt service spikes, including balloon maturities if both of the
30 following requirements are met:

31 (A) The existing indebtedness is not accelerated, except to the
32 extent necessary to achieve substantially level debt service.

33 (B) The principal amount of the bonds or other indebtedness
34 does not exceed the amount required to finance the debt service
35 spikes, including establishing customary debt service reserves and
36 paying related costs of issuance.

37 ~~(g)~~

38 (h) The term “construction,” as used in this section, includes
39 design, acquisition of rights-of-way, and actual construction,
40 including, but not limited to, all direct and indirect environmental,

engineering, accounting, legal, administration of construction contracts, and other services necessary therefor. The term “construction” also includes reasonable general agency administrative expenses, not exceeding three hundred thousand dollars (\$300,000) in any calendar year after January 1, 1986, as adjusted annually for any increase or decrease in the Consumer Price Index of the Bureau of Labor Statistics of the United States Department of Labor for all Urban Consumers, Los Angeles-Long Beach-Anaheim, California (1967=100), as published by the United States Department of Commerce, by each agency created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 for the purpose of constructing bridges and major thoroughfares. “General agency administrative expenses” means those office, personnel, and other customary and normal expenses associated with the direct management and administration of the agency, but not including costs of construction.

(h)

(i) Fees paid pursuant to an ordinance adopted pursuant to this section may be ~~utilized~~ *used* to defray all direct and indirect financing costs related to the construction of the bridges and major thoroughfares by the joint powers agency. Because the financing costs of bridges and major thoroughfares for which a toll charge shall be established or collected represent a necessary element of the total cost of those bridges and major thoroughfares, the joint powers agency constructing those facilities may include a charge for financing costs in the calculation of the fee rate. The charge shall be based on the estimated financing cost of any eligible portion of the bridges and major thoroughfares for which tolls shall be collected. The eligible portion shall be any or all portions of the major thoroughfare for which a viable financial plan has been adopted by the joint powers agency on the basis of revenues reasonably expected by the joint powers agency to be available to the thoroughfare, after consultation with representatives of the fee payers. For purposes of calculating the charge, financing costs shall include only reasonable allowances for payments and charges for principal, interest, and premium on indebtedness, letter of credit fees and charges, remarketing fees and charges, underwriters’ discount, and other costs of issuance, less net earnings on bridge and major thoroughfare funds by the joint powers agency ~~prior to~~ *before* the opening of the facility to traffic after giving effect to

1 any payments from the fund to preserve the federal income tax
2 exemption on the indebtedness. For purposes of calculating the
3 charge for financing costs in the calculation of the fee rate only,
4 financing costs shall not include any allowance for the cost of any
5 interest paid on indebtedness with regard to each eligible portion
6 after the estimated opening of the portion to traffic as established
7 by the joint powers agency. Any and all challenges to any financial
8 plan or financing costs adopted or calculated pursuant to this
9 section shall be governed by subdivision ~~(k)~~: (l).

10 ~~(i) Nothing in this~~

11 (j) This section shall *not* be construed to preclude the County
12 of Orange or any city within that county from providing funds for
13 the construction of bridge facilities or major thoroughfares to
14 defray costs not allocated to the area of benefit.

15 ~~(j)~~

16 (k) Any city within the County of Orange may require the
17 payment of fees in accordance with this section as to any property
18 in an area of benefit within the city's boundaries, for facilities
19 shown on its general plan or the county's general plan, whether
20 the facilities are situated within or outside the boundaries of the
21 city, and the county may expend fees for facilities or portions
22 thereof located within cities in the county.

23 ~~(k)~~

24 (l) The validity of any fee required pursuant to this section shall
25 not be contested in any action or proceeding unless commenced
26 within 60 days after recordation of the resolution described in
27 paragraph ~~(3)~~ (5) of subdivision (b). ~~The provisions of Chapter 9~~
28 ~~(commencing with Section 860) of Title 10 of Part 2 of the Code~~
29 ~~of Civil Procedure shall be applicable~~ *apply* to any such action or
30 proceeding. This subdivision shall also apply to modifications of
31 fee programs.

32 ~~(l)~~

33 (m) If the County of Orange and any city within that county
34 have entered into a joint powers agreement for the purpose of
35 constructing the bridges and major thoroughfares referred to in
36 Sections 50029 and 66484, and if a proposed change of
37 organization or reorganization includes any territory of an area of
38 benefit established pursuant to Sections 50029 and 66484, within
39 a successor local agency, the local agency shall not take any action
40 that would impair, delay, frustrate, obstruct, or otherwise impede

1 the construction of the bridges and major thoroughfares referred
2 to in this section.

3 ~~(m) Nothing in this~~

4 ~~(n) This section prohibits~~ *does not prohibit* the succession of
5 all powers, obligations, liabilities, and duties of any joint powers
6 agency created pursuant to subdivision ~~(f)~~ *(m)* to an entity with
7 comprehensive countywide transportation planning and operating
8 authority ~~which~~ *that* is statutorily created in the County of Orange
9 and ~~which~~ *that* is statutorily authorized to assume those powers,
10 obligations, liabilities, and duties.

11 SECTION 1. ~~Section 66483 of the Government Code is~~
12 ~~amended to read:~~

13 ~~66483. (a) There may be imposed by local ordinance a~~
14 ~~requirement for the payment of fees for purposes of defraying the~~
15 ~~actual or estimated costs of constructing planned drainage facilities~~
16 ~~for the removal of surface and storm waters from local or~~
17 ~~neighborhood drainage areas and of constructing planned sanitary~~
18 ~~sewer facilities for local sanitary sewer areas, subject to the~~
19 ~~following conditions:~~

20 ~~(1) The ordinance has been in effect for a period of at least 60~~
21 ~~days prior to the filing of the tentative map or parcel map if no~~
22 ~~tentative map is required.~~

23 ~~(2) The ordinance refers to a drainage or sanitary sewer plan~~
24 ~~adopted for a particular drainage or sanitary sewer area which~~
25 ~~contains an estimate of the total costs of constructing the local~~
26 ~~drainage or sanitary sewer facilities required by the plan, and a~~
27 ~~map of the area showing its boundaries and the location of such~~
28 ~~facilities.~~

29 ~~(3) The drainage or sanitary sewer plan, in the case of a city~~
30 ~~situated in a county having a countywide general drainage or~~
31 ~~sanitary sewer plan, has been determined by resolution of the~~
32 ~~legislative body of the county to be in conformity with a county~~
33 ~~plan; or in the case of a city situated in a county that does not have~~
34 ~~a plan but in a district that has a plan, has been determined by~~
35 ~~resolution of the legislative body of the district to be in conformity~~
36 ~~with the district general plan; or in the case of a city situated in a~~
37 ~~county that has a plan and in a district that has a plan, has been~~
38 ~~determined by resolution of the legislative body of the county to~~
39 ~~be in conformity with the plan and by resolution of the legislative~~

1 body of the district to be in conformity with the district general
2 plan.

3 ~~(4) The costs, whether actual or estimated, are based upon~~
4 ~~findings by the legislative body which has adopted the local plan,~~
5 ~~that subdivision and development of property within the planned~~
6 ~~local drainage area or local sanitary sewer area will require~~
7 ~~construction of the facilities described in the drainage or sewer~~
8 ~~plan, and that the fees are fairly apportioned within such areas~~
9 ~~either on the basis of benefits conferred on property proposed for~~
10 ~~subdivision or on the need for such facilities created by the~~
11 ~~proposed subdivision and development of other property within~~
12 ~~such areas.~~

13 ~~(5) The fee as to any property proposed for subdivision within~~
14 ~~a local area does not exceed the pro rata share of the amount of~~
15 ~~the total actual or estimated costs of all facilities within the area~~
16 ~~that would be assessable on the property if the costs were~~
17 ~~apportioned uniformly on a per-acre basis.~~

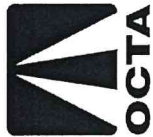
18 ~~(6) The drainage or sanitary sewer facilities planned are in~~
19 ~~addition to existing facilities serving the area at the time of the~~
20 ~~adoption of a plan for the area.~~

21 ~~(b) Fees charged pursuant to this section shall be paid to the~~
22 ~~local public agencies which provide drainage or sanitary sewer~~
23 ~~facilities, and shall be deposited by those agencies into a "planned~~
24 ~~local drainage facilities fund" and a "planned local sanitary sewer~~
25 ~~fund," respectively. Separate funds shall be established for each~~
26 ~~local drainage and sanitary sewer area. Moneys in those funds~~
27 ~~shall be expended solely for the construction or reimbursement~~
28 ~~for construction of local drainage or sanitary sewer facilities within~~
29 ~~the area from which the fees comprising the fund were collected,~~
30 ~~or to reimburse the local agency for the cost of engineering and~~
31 ~~administrative services to form the district and design and construct~~
32 ~~the facilities. The local ordinance may provide for the acceptance~~
33 ~~of considerations in lieu of the payment of fees.~~

34 ~~(c) A local agency imposing or requesting the imposition of,~~
35 ~~fees pursuant to this section, including the agencies providing the~~
36 ~~facilities, may advance money from its general fund to pay the~~
37 ~~costs of constructing facilities within a local drainage or sanitary~~
38 ~~sewer area and reimburse the general fund for those advances from~~
39 ~~the planned local drainage or sanitary sewer facilities fund for the~~

1 ~~local drainage or sanitary sewer area in which the drainage or~~
2 ~~sanitary sewer facilities were constructed.~~
3 ~~(d) A local agency receiving fees pursuant to this section may~~
4 ~~incur an indebtedness for the construction of drainage or sanitary~~
5 ~~sewer facilities within a local drainage or sanitary sewer area;~~
6 ~~provided that the sole security for repayment of that indebtedness~~
7 ~~shall be moneys in the planned local drainage or sanitary sewer~~
8 ~~facilities fund.~~

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Orange County Transportation Authority Legislative Matrix

2019 State Legislation Session
March 21, 2019

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
► AB 147 (Burke -- D) <i>Use Taxes:</i> <i>Collection:</i> <i>Marketplace</i> <i>Facilitators</i>	Requires that sellers with no physical presence in the state collect and remit sales and use taxes under the U.S. Supreme Court's ruling in <i>South Dakota v. Wayfair, Inc.</i> by defining retailer as any retailer <i>and all persons related to the retailer</i> that, in the preceding or current calendar year, sells more than \$500,000 worth of tangible personal property in California.	INTRODUCED: 12/14/2018 LOCATION: SENATE STATUS: 03/28/2019 <i>In SENATE. Read second time. To third reading.</i>	Staff Recommends: SUPPORT Support: CA Retailers Association, CA Tax Reform Association, League of California Cities
► AB 252 (Daly – D) Department of Transportation: Environmental Review	Extends indefinitely existing law which provides that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the environmental responsibilities it assumed as a participant in the federal surface transportation project delivery program.	INTRODUCED: 01/23/2019 LOCATION: Assembly Appropriations Committee STATUS: 03/20/2019 <i>In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</i>	SUPPORT Support: Self-Help Counties Coalition (Sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1568 (McCarthy -- D) General Plans: Housing Element: Production Report</p>	<p>Requires the Department of Housing and Community Development to review each production report submitted by a city or county to determine if that city or county has met applicable minimum housing production goal for that reporting period.</p>	<p>INTRODUCED: 02/22/2019 LOCATION: Assembly Housing and Community Development Committee</p> <p>STATUS: 03/14/2019 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT</p>	<p>Staff Recommends: OPPOSE</p>
<p>► AB 1402 (Petrie-Norris -- D) Active Transportation Program</p>	<p>Requires the Department of Transportation to award funds to projects and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. Provides guidelines for use of funds.</p>	<p>INTRODUCED: 02/22/2019 LOCATION: Assembly Transportation Committee</p> <p>STATUS: In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>	<p>SPONSOR</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 127 (Wiener -- D) Transportation Funding: Active Transportation: Streets	Establishes a Division of Active Transportation within the Department of Transportation, realigns statutory priorities for transportation programs funded by the State Highway Account, requires that three percent of funding for the State Highway Operation and Protection Program go to bicycle and pedestrian facilities, and requires the California Transportation Commission give high priority to increasing safety for pedestrians and bicyclists.	INTRODUCED: 01/10/2019 LOCATION: Senate Transportation Committee STATUS: 01/24/2019 To SENATE Committee on TRANSPORTATION.	Staff Recommends: OPPOSE
► SB 152 (Beall -- D) Active Transportation Program	<i>Requires that 75% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 10% to projects of a transformative nature competitively awarded by the commission on a statewide basis.</i>	INTRODUCED: 01/22/2019 LOCATION: Senate Rules Committee STATUS: 03/20/2019 In SENATE. Read second time and amended. Re-referred to Committee on RULES.	Staff Recommends: SUPPORT

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 526 (Allen -- D) Regional Transportation Plans: Greenhouse Gas Emissions</p>	<p>Requires the state board of air resources to adopt a regulation that requires a metropolitan planning organization to provide any data that the board determines is necessary to fulfill the requirements of a specified report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. Reprioritizes the use of state transportation improvement program funds based on a region's ability to meet these goals.</p>	<p>INTRODUCED: 2/21/2019 LOCATION: SENATE STATUS: 03/07/2019 To SENATE Committee on ENVIRONMENTAL QUALITY, TRANSPORTATION, AND HOUSING</p>	<p>Staff Recommends: OPPOSE</p>



Orange County Transportation Authority Legislative Matrix

2019 State Legislative Session

BILLS BEING MONITORED

CA AB 11	AUTHOR: TITLE: INTRODUCED: LOCATION: SUMMARY:	Chiu [D] Community Redevelopment Law 12/03/2018 Assembly Housing and Community Development Committee Authorizes a city or county or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention. Provides for a governing board of the agency. Requires the agency to submit an annual report, and final report of any audit undertaken to its governing body. Requires the governing board of an agency to designate an appropriate official to prepare a proposed redevelopment project plan.
	STATUS: 01/17/2019 CATEGORY:	To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT. Planning
CA AB 40	AUTHOR: TITLE: INTRODUCED: LOCATION: SUMMARY:	Ting [D] Zero-Emission Vehicles: Comprehensive Strategies 12/03/2018 Assembly Transportation Committee Requires the State Air Resources Board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.
	STATUS: 01/24/2019 CATEGORY:	To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES. Environment
► CA AB 47	AUTHOR: TITLE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Daly [D] <i>Driver Records: Points: Distracted Driving</i> 12/03/2018 01/23/2019 Assembly Appropriations Committee <i>Expressly makes electronic device violations subject to a violation point against the driver's record. Clarifies that a violation of the prohibition against driving a schoolbus while using a wireless telephone is subject to a violation point against the driver's record.</i>
	STATUS: 03/20/2019 CATEGORY:	In ASSEMBLY Committee on APPROPRIATIONS: Not heard. Audits, Records, Reports, and Litigation

► CA AB 51	AUTHOR: Gonzalez [D] TITLE: Employment Discrimination: Enforcement INTRODUCED: 12/03/2018 COMMITTEE: Assembly Appropriations Committee SUMMARY: <i>Prohibits a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act or other specific statutes governing the receipt of any employment-related benefit. Prohibits an employer from harassing an employee for exercising those rights.</i> STATUS: 03/26/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i> CATEGORY: Employment Terms and Conditions
► CA AB 62	AUTHOR: Fong [R] TITLE: State Government: Fiscal: Transparency INTRODUCED: 12/03/2018 LAST AMEND: 03/28/2019 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY: Enacts the Budget Transparency Act of 2019. Modifies the transparency component to require information regarding all state expenditures, including the amount, the type, and a description of each state expenditure. Requires the Internet Web site to be interactive, searchable, regularly updated, and include specified features, including information on each state expenditure. STATUS: 03/28/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</i> CATEGORY: State Budget
CA AB 71	AUTHOR: Melendez [R] TITLE: Independent Contractors and Employees INTRODUCED: 12/03/2018 LAST AMEND: 02/25/2019 LOCATION: Assembly Labor and Employment Committee SUMMARY: Requires a determination of whether a person is an employee or an independent contractor to be based on a specific multifactor test, including whether the person to whom the service is rendered has the right to control the manner and means of accomplishing the result desired. STATUS: 02/25/2019 From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments. 02/25/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT. CATEGORY: Employment Terms and Conditions

CA AB 145	AUTHOR: Frazier [D] TITLE: High-Speed Rail Authority: Senate Confirmation INTRODUCED: 12/13/2018 LOCATION: Assembly Transportation Committee SUMMARY: Provides that the members of the High-Speed Rail Authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. STATUS: 01/24/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail
CA AB 146	AUTHOR: Quirk-Silva [D] TITLE: State Highways: Property Leases: County of Orange INTRODUCED: 12/14/2018 LOCATION: Assembly Local Government Committee SUMMARY: Authorizes the Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. STATUS: 01/24/2019 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION. CATEGORY: Planning
► CA AB 147	AUTHOR: Burke [D] TITLE: Use Taxes: Collection: Marketplace Facilitators INTRODUCED: 12/14/2018 LAST AMEND: 03/21/2019 LOCATION: Senate Third Reading File SUMMARY: <i>Specifies that a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property for delivery in this state by the retailer and all persons related to the retailer that exceed a specified amount. Provides that a marketplace facilitator is considered the seller and retailer for each sale facilitated through its marketplace. Provides for local use tax ordinances.</i> STATUS: 03/28/2019 In SENATE. Read second time. To third reading. CATEGORY: Funding

► CA AB 148	<p>AUTHOR: Quirk-Silva [D] TITLE: Regional Transportation Plans: Sustainable Communities INTRODUCED: 12/14/2018 LOCATION: Assembly Transportation Committee SUMMARY: <i>Requires each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region. Provides that for the 5th and each subsequent update to the sustainable communities strategy, the bill requires the metropolitan planning organization to identify the region's progress in the development of housing and emergency shelters in the areas within the region that were identified as sufficient to house the 8-year projection.</i> STATUS: 01/24/2019 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES. CATEGORY: Planning</p>
► CA AB 170	<p>AUTHOR: Gonzalez [D] TITLE: Employment: Sexual Harassment: Liability INTRODUCED: 01/08/2019 LOCATION: Assembly Third Reading File LAST AMEND: 04/01/2019 SUMMARY: Requires a client employer to share with a labor contractor all civil legal responsibility and civil liability for harassment for all workers supplied by that labor contractor. STATUS: 04/02/2019 In ASSEMBLY. Read second time. To third reading. CATEGORY: Employment Terms and Conditions</p>
► CA AB 171	<p>AUTHOR: Gonzalez [D] TITLE: Employment: Sexual Harassment INTRODUCED: 01/08/2019 COMMITTEE: Assembly Appropriations Committee LAST AMEND: 03/21/2019 SUMMARY: Prohibits an employer from discharging or in any manner discriminating or retaliating against an employee because of the employee's status as a victim of sexual harassment, as defined by the California Fair Employment and Housing Act. Establishes a rebuttable presumption of unlawful retaliation if an employer takes specified actions within 90 days following the date that the victim provides notice to the employer or the employer has actual knowledge of the status. STATUS: 03/26/2019 From ASSEMBLY Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (9-2) CATEGORY: Employment Terms and Conditions</p>

► CA AB 176	AUTHOR: Cervantes [D] TITLE: Alternative Energy Advanced Transportation Financing INTRODUCED: 01/09/2019 LAST AMEND: 02/25/2019 LOCATION: Assembly Revenue and Taxation Committee SUMMARY: Extends the authorization for the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until a specified month and year. Excludes the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a party that will use that property as an integral part of the project. STATUS: 03/28/2019 Re-referred to ASSEMBLY Committee on REVENUE AND TAXATION. CATEGORY: Funding
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CA AB 185	AUTHOR: Grayson [D] TITLE: Transportation Commission: Transportation Policies INTRODUCED: 01/10/2019 LOCATION: Assembly Transportation Committee SUMMARY: Requires the Department of Housing and Community Development to participate in joint meetings held by the Transportation Commission and the State Air Resources Board to coordinate implementation of transportation policies. STATUS: 02/04/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous
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CA AB 226 which pertained to transit operators and fare collection, was gut-and-amended to pertain to DMV registration issues. Therefore, the bill has been removed from the matrix.

CA AB 246	AUTHOR: Mathis [R] TITLE: State Highways: Property Leases INTRODUCED: 01/22/2019 LOCATION: Assembly Transportation Committee SUMMARY: Authorizes the Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park or open-space purposes for a rental amount of \$1 per month, subject to certain conditions. STATUS: 02/07/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Planning
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► CA AB 249	AUTHOR: Choi [R] TITLE: Public Employers: Employee Organizations INTRODUCED: 01/22/2019 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY:
	Prohibits a public employer from deterring or discouraging a public employee or an applicant to be a public employee from opting out of becoming or remaining a member of an employee organization. Prohibits a public employer from taking adverse action against a public employee or applicant to be a public employee who opts out of becoming or remaining a member of an employee organization.
	STATUS: 02/07/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY: Employment Terms and Conditions

► CA AB 252	AUTHOR: Daly [D] TITLE: Department of Transportation: Environmental Review INTRODUCED: 01/23/2019 LOCATION: Assembly Appropriations Committee SUMMARY:
	<i>Extends indefinitely existing law which provides that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the federal surface transportation project delivery program.</i>
	STATUS: 03/20/2019 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY: Environment

► CA AB 285	AUTHOR: Friedman [D] TITLE: California Transportation Plan INTRODUCED: 01/28/2019 LAST AMEND: 03/06/2019 LOCATION: Assembly Natural Resources Committee SUMMARY:
	Requires the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a certain statewide reduction of greenhouse gas emissions below 1990 levels by the end of 2030 and <i>attain the air quality goals described in state implementation plans required by the federal Clean Air Act.</i>
	STATUS: 03/25/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on NATURAL RESOURCES. (11-2)
	CATEGORY: Environment

CA AB 287	AUTHOR: Voepel [R] TITLE: Public Employees' Retirement: Annual Audits INTRODUCED: 01/28/2019 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY: <p>Requires each state and local pension or retirement system to post a concise annual audit of the investments and earnings of the system on that system's internet website no later than the ninetieth day following the audit's completion.</p> STATUS: 02/07/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Employment Terms and Conditions
► CA AB 296	AUTHOR: Cooley [D] TITLE: Climate Change: Climate Innovation Commission INTRODUCED: 01/28/2019 LAST AMEND: 03/20/2019 LOCATION: Assembly Natural Resources Committee SUMMARY: <p>Establishes the Climate Innovation Grant Program, to be administered by the <i>Strategic Growth Council</i>. Provides that the program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change.</p> STATUS: 03/20/2019 <i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i> 03/20/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</i> CATEGORY: Funding
► CA AB 313	AUTHOR: Frazier [D] TITLE: Road Maintenance and Rehabilitation Account: Reports INTRODUCED: 01/30/2019 LAST AMEND: 03/05/2019 LOCATION: Assembly Appropriations Committee SUMMARY: <p>Requires the University of California and the California State University, on or before a specified date of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for that fiscal year, including, but not limited to, research activities and administration.</p> STATUS: 03/20/2019 <i>In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</i> CATEGORY: Funding

► CA AB 314	AUTHOR: Bonta [D] TITLE: Public Employment: Labor Relations: Release Time INTRODUCED: 01/30/2019 COMMITTEE: <i>Assembly Public Employment and Retirement Committee</i> SUMMARY:
	<p>Prescribes requirements relating to release time that would apply to all of the public employers and employees subject to specified labor relations laws. Repeals the provisions relating to release time in those acts. Requires these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities.</p>
	STATUS: 02/11/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY: Employment Terms and Conditions

► CA AB 322	AUTHOR: Gallagher [R] TITLE: Political Reform Act: Online Filing System INTRODUCED: 01/30/2019 COMMITTEE: <i>Assembly Appropriations Committee</i> SUMMARY:
	<p>Requires a local government agency to post on its internet website a copy of any specified statement, report, or other document filed with that agency in paper format. Requires that the statement, report, or other document be made available for four years from the date of the election associated with the filing.</p>
	STATUS: 03/20/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i>
	CATEGORY: Information Systems

► CA AB 352	AUTHOR: Garcia E [D] TITLE: Greenhouse Gas Reduction Fund: Investment Plan INTRODUCED: 02/04/2019 LAST AMEND: 03/14/2019 LOCATION: <i>Assembly Appropriations Committee</i> SUMMARY:
	<p>Requires state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.</p>
	STATUS: 03/25/2019 <i>From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-0)</i>
	CATEGORY: Funding

► CA AB 355	<p>AUTHOR: Daly [D]</p> <p>TITLE: Public Employee Relations Board: Orange County</p> <p>INTRODUCED: 02/04/2019</p> <p>COMMITTEE: Assembly Public Employment and Retirement Committee</p> <p>SUMMARY:</p> <p>Requires employers and employees of the Orange County Transportation Authority to adjudicate complaints of specified labor violations before the Public Employment Relations Board (PERB) as an unfair practice and authorizes specified parties aggrieved by PERB's decision or order to petition for relief from that decision or order, as provided.</p> <p>STATUS:</p> <p>02/11/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.</p> <p>CATEGORY: Employment Terms and Conditions</p>
► CA AB 371	<p>AUTHOR: Frazier [D]</p> <p>TITLE: Transportation: Freight: Statewide Economic Vitality</p> <p>INTRODUCED: 02/05/2019</p> <p>COMMITTEE: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Requires the Governor's Office of Business and Economic Development, or GO Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the state freight industry, and to update the assessment at least once every five years.</p> <p>STATUS:</p> <p>04/02/2019 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT & THE ECONOMY: Do pass as amended to Committee on TRANSPORTATION. (7-0)</p> <p>CATEGORY: Miscellaneous</p>
► CA AB 380	<p>AUTHOR: Frazier [D]</p> <p>TITLE: Office of the Transportation Inspector General</p> <p>INTRODUCED: 02/05/2019</p> <p>LAST AMEND: 03/21/2019</p> <p>COMMITTEE: Assembly Accountability and Administrative Review Committee</p> <p>SUMMARY:</p> <p>Eliminates the Independent Office of Audits and Investigations. Creates the Independent Office of the Transportation Inspector General as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>STATUS:</p> <p>03/21/2019 From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments.</p> <p>03/21/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</p> <p>CATEGORY: Miscellaneous</p>

CA AB 421	AUTHOR: Waldron [R] TITLE: Transportation Finance: De Luz Community District INTRODUCED: 02/07/2019 LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires the Controller to allocate a portion of revenues derived from increases in the motor vehicle fuel excise tax available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county.</p> STATUS: 02/25/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding
► CA AB 422	AUTHOR: Frazier [D] TITLE: High-Speed Rail: Performance Measurement Dashboards INTRODUCED: 02/07/2019 LOCATION: Assembly Transportation Committee SUMMARY: <p><i>Requires the High-speed Rail Authority, in consultation with the independent peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.</i></p> STATUS: 03/25/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14-0) CATEGORY: Rail
► CA AB 456	AUTHOR: Chiu [D] TITLE: Public Contracts: Claim Resolution INTRODUCED: 02/11/2019 LOCATION: Assembly Appropriations Committee SUMMARY: <p>Removes the repeal date of a claim resolution process applicable to any claim by a contractor in connection with a public works project against a public entity, thereby making this claim resolution process operative indefinitely.</p> STATUS: 03/27/2019 From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW: Do pass to Committee on APPROPRIATIONS. (6-0) CATEGORY: Public Works

► CA AB 490	<p>AUTHOR: Salas [D] TITLE: CEQA: Development Projects: Streamlining INTRODUCED: 02/12/2019 LAST AMEND: 03/14/2019 COMMITTEE: Assembly Natural Resources Committee HEARING: 04/08/2019 2:30 pm SUMMARY: <i>Establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that meet certain requirements, including the requirement that the projects be located in an infill site that is also a transit priority area. Applies certain rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals.</i> STATUS: 03/14/2019 To ASSEMBLY Committee on NATURAL RESOURCES. 03/14/2019 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/14/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES. CATEGORY: Environment</p>
► CA AB 491	<p>AUTHOR: Rubio [D] TITLE: Energy: Hydrogen INTRODUCED: 02/12/2019 LAST AMEND: 03/25/2019 LOCATION: Assembly Utilities and Energy Committee SUMMARY: Requests the California Council on Science and Technology to undertake and to complete a study analyzing the potential impacts of increased hydrogen concentration in the natural gas supply on the California natural gas system, including specified information. Requires the PUC, if the Council agrees to undertake and complete the study, to adopt standards for hydrogen to be injected into a common carrier pipeline, taking the study into consideration, while insuring pipeline facility safety. STATUS: 03/25/2019 From ASSEMBLY Committee on UTILITIES AND ENERGY with author's amendments. 03/25/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on UTILITIES AND ENERGY. CATEGORY: Miscellaneous</p>
CA AB 510	<p>AUTHOR: Cooley [D] TITLE: Local Government Records: Destruction of Records INTRODUCED: 02/13/2019 LOCATION: Assembly Local Government Committee SUMMARY: Exempts the head of a department of a county or city, or the head of a special district from recording retention requirements if the county, city, or special district adopts a records retention policy governing recordings of routine video monitoring and recordings of telephone and radio communications. STATUS: 02/21/2019 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Audits, Records, Reports, and Litigation</p>

► CA AB 520	<p>AUTHOR: Kalra [D]</p> <p>TITLE: <i>Public Works: Public Subsidy</i></p> <p>INTRODUCED: 02/13/2019</p> <p>LAST AMEND: 02/28/2019</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>SUMMARY: <i>Amends existing law relating to prevailing wages for workers employed on public works. Provides that a public subsidy is de minimis if it is both less than a specified amount and less than certain percentage of the total project cost. Specifies that these provisions do not apply to a project that was advertised for bid, or a contract that was awarded before a specified date.</i></p> <p>STATUS: 03/20/2019 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on APPROPRIATIONS. (6-0)</i></p> <p>CATEGORY: <i>Employment Terms and Conditions</i></p>
► CA AB 553	<p>AUTHOR: Melendez [R]</p> <p>TITLE: <i>High-Speed Rail Bonds: Housing</i></p> <p>INTRODUCED: 02/13/2019</p> <p>LAST AMEND: 03/13/2019</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: <i>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 for high-speed rail purposes for early improvement projects in the Phase I blended system. Requires the net proceeds of other bonds subsequently issued and sold to be made available to the Department of Housing Community Development's Multifamily Housing Program.</i></p> <p>STATUS: 04/01/2019 <i>In ASSEMBLY Committee on TRANSPORTATION: Failed passage.</i> 04/01/2019 <i>In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.</i></p> <p>CATEGORY: <i>High-Speed Rail</i></p>
CA AB 554	<p>AUTHOR: Chen [R]</p> <p>TITLE: <i>Traffic Control Devices: Flares</i></p> <p>INTRODUCED: 02/13/2019</p> <p>LAST AMEND: 03/11/2019</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: <i>Prohibits the Department of Transportation, or persons contracting with the Department for the construction, maintenance, or repair of a highway, from using flares as a traffic control device. Excludes the Department of the California Highway Patrol's use of flares from this prohibition when it cooperates with the Department of Transportation in the enforcement of the closing, or restriction of use, of any state highway.</i></p> <p>STATUS: 03/11/2019 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i></p> <p>03/11/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: <i>Planning</i></p>

► CA AB 626	<p>AUTHOR: Quirk-Silva [D]</p> <p>TITLE: Conflicts of Interest</p> <p>INTRODUCED: 02/15/2019</p> <p>LAST AMEND: 03/21/2019</p> <p>COMMITTEE: Assembly Elections and Redistricting Committee</p> <p>SUMMARY: Prohibits an officer or employee from being deemed interested in a contract, as described above, if the interest is that of an engineer, geologist, architect, land surveyor, or planner, performing specified services on a project, including preliminary design and preconstruction services, when proposing to perform services on a subsequent portion or phase of the project.</p> <p>STATUS: 03/21/2019 To ASSEMBLY Committee on ELECTIONS AND REDISTRICTING. 03/21/2019 From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING with author's amendments. 03/21/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.</p> <p>CATEGORY:</p>
► CA AB 628	<p>AUTHOR: Bonta [D]</p> <p>TITLE: Employment: Victims of Sexual Harassment</p> <p>INTRODUCED: 02/15/2019</p> <p>LOCATION: Assembly Labor and Employment Committee</p> <p>SUMMARY: Extends employment protections to victims of sexual harassment. Also extends these employment protections to family members of the victims for taking time off from work to provide assistance to the victims when seeking relief or obtaining specified services and counseling. Applies these protections to state and local public employers and to the Legislature.</p> <p>STATUS: 02/25/2019 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and JUDICIARY.</p> <p>CATEGORY: Employment Terms and Conditions</p>
► CA AB 634	<p>AUTHOR: Salas [D]</p> <p>TITLE: Traffic Control Devices: Roundabouts: signs</p> <p>INTRODUCED: 02/15/2019</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Requires that roundabouts be added as a type of highway facility that may be used for memorial or dedication signing.</p> <p>STATUS: 04/01/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (10-0)</p> <p>CATEGORY: Planning</p>

► CA AB 652	AUTHOR: Mayes [R] TITLE: Supplemental Destination Highway Signs INTRODUCED: 02/15/2019 LOCATION: Assembly Transportation Committee SUMMARY: Requires the Department of Transportation to include a private stadium or sports arena as a facility that qualifies for supplemental destination signs in its regulations if the stadium otherwise meets the criteria for supplemental destination signs described in the California Manual on Uniform Traffic Control Devices. STATUS: 03/25/2019 <i>In ASSEMBLY Committee on TRANSPORTATION: Not heard.</i> CATEGORY: Planning
► CA AB 659	AUTHOR: Mullin [D] TITLE: Transportation: Emerging Technologies: Grant Program INTRODUCED: 02/15/2019 LOCATION: Assembly Transportation Committee SUMMARY: Establishes the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and specifies certain program goals. Requires the California Transportation Commission to form the California Smart City Challenge Workgroup to guide the commission on program matters. STATUS: 03/25/2019 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14-0)</i> CATEGORY: Funding
► CA AB 676	AUTHOR: Frazier [D] TITLE: California Transportation Commission: Annual Report INTRODUCED: 02/15/2019 LOCATION: Assembly Appropriations Committee SUMMARY: Requires the California Transportation Commission to adopt and submit its annual report by 12/31 of each year. STATUS: 03/25/2019 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14-0)</i> CATEGORY: Miscellaneous
CA AB 697 which pertained to bicycles, was gut-and-amended to pertain to student financial aid. Therefore, the bill has been removed from the matrix.	

► CA AB 745	<p>AUTHOR: Petrie-Norris [D] TITLE: Sales and Use Tax: Exemption: Retail Hydrogen Fuel INTRODUCED: 02/19/2019 LOCATION: ASSEMBLY SUMMARY: Exempts from sales and use taxes the gross receipts from the sale in this state of, and the storage, use or other consumption in this state of, retail hydrogen vehicle fuel. STATUS: 03/25/2019 <i>In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.</i> CATEGORY: Funding</p>
► CA AB 752	<p>AUTHOR: Gabriel [D] TITLE: Public Transit: Transit Stations: Lactation Rooms INTRODUCED: 02/19/2019 LAST AMEND: 03/21/2019 COMMITTEE: Assembly Transportation Committee SUMMARY: <i>Requires a multimodal transit station that has a public restroom and that commences operations or a renovation, on or after a specified date, to include a lactation room.</i> STATUS: 03/21/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> 03/21/2019 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/21/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Miscellaneous</p>
► CA AB 753	<p>AUTHOR: Garcia E [D] TITLE: Alternative and Renewable Fuel and Vehicle Technology INTRODUCED: 02/19/2019 LAST AMEND: 03/14/2019 LOCATION: Assembly Transportation Committee SUMMARY: Requires the State Energy Resources Conservation and Development Commission to make available <i>a minimum portion</i> of the moneys available for allocation as part of the Alternative and Renewable Fuel and Vehicle Technology Program for projects to produce alternative and renewable low-carbon fuels in the state and projects to develop stand-alone alternative and renewable fuel infrastructure, fueling stations, and equipment. STATUS: 03/14/2019 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/14/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Environment</p>

► CA AB 782	AUTHOR:	Berman [D]
	TITLE:	Environmental Quality Act: Exemption: Agencies
	INTRODUCED:	02/19/2019
	LAST AMEND:	04/02/2019
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Exempts from California Environmental Quality Act (CEQA) the acquisition, sale, or other transfer of property by a public agency for certain purposes, or the funding of that acquisition, sale, or other transfer by a public agency conditions those transactions on compliance with CEQA before making physical changes to the transferred property.
	STATUS:	04/02/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Environment

► CA AB 784	AUTHOR:	Mullin [D]
	TITLE:	Sales and Use Taxes: Exemption: Transit Buses
	INTRODUCED:	02/19/2019
	LAST AMEND:	03/25/2019
	COMMITTEE:	Assembly Revenue and Taxation Committee
	HEARING:	04/08/2019 2:30 pm
	SUMMARY:	Provides an exemption from sales and use taxes with respect to the sale of specified zero-emission technology medium- and heavy-duty transit bus vehicles.
	STATUS:	03/25/2019 From ASSEMBLY Committee on REVENUE AND TAXATION with author's amendments.
		03/25/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on REVENUE AND TAXATION.
	CATEGORY:	Funding

CA AB 790 which pertained to janitorial contracts, was amended to pertain only to employers worth over \$1 billion in market capitalization. Therefore, the bill has been removed from the matrix.

► CA AB 808	AUTHOR:	Chu [D]
	TITLE:	Vehicles: Wiper-Activated Headlamps
	INTRODUCED:	02/20/2019
	LAST AMEND:	03/25/2019
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires every new motor vehicle, other than a motorcycle, manufactured and first registered or sold in the State on or after a certain date, to be equipped with headlamps that automatically activate when the windshield wiper is in operation.
	STATUS:	03/25/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
		03/25/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Transit

► CA AB 821	<p>AUTHOR: O'Donnell [D]</p> <p>TITLE: Transportation: Trade Corridor Enhancement Account</p> <p>INTRODUCED: 02/20/2019</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Requires the Transportation Commission to allocate not less than a certain percentage of the funds that are required to be allocated to projects nominated by the Department of Transportation to projects nominated pursuant to the State Port Efficiency Program, which this bill creates.</p> <p>STATUS:</p> <p>03/04/2019 To ASSEMBLY Committee on TRANSPORTATION.</p> <p>CATEGORY: Funding</p>
► CA AB 839	<p>AUTHOR: Mullin [D]</p> <p>TITLE: Climate Adaption: Strategy</p> <p>INTRODUCED: 02/20/2019</p> <p>LAST AMEND: 04/01/2019</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY:</p> <p>Requires the Secretary of the Natural Resources Agency to review the plan and develop a strategic resiliency framework. Requires the secretary to coordinate with the Insurance Commissioner on developing policies for industry to provide reduced premiums for projects and development that improve resiliency, consistent with the framework.</p> <p>STATUS:</p> <p>04/01/2019 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</p> <p>04/01/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Environment</p>
► CA AB 847	<p>AUTHOR: Grayson [D]</p> <p>TITLE: Housing: Transportation Related Impact Fee Grants</p> <p>INTRODUCED: 02/20/2019</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>LAST AMEND: 03/27/2019</p> <p>SUMMARY:</p> <p>Requires the Department of Housing and Community Development, to establish a competitive grant program to award grants to cities and counties to offset the total amount of any transportation related impact fees exacted upon a qualifying housing development project by the local jurisdiction.</p> <p>STATUS:</p> <p>04/01/2019 Re-referred to ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>CATEGORY: Funding</p>

► CA AB 882	<p>AUTHOR: McCarty [D] TITLE: Termination of Employment: Drug Testing INTRODUCED: 02/20/2019 LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Prohibits an employer, regardless of the number of employees, from discharging an employee for testing positive for a drug that is being used as a medical-assisted treatment, under the care of physician or licensed treatment program.</p> <p>STATUS: 02/20/2019 <i>INTRODUCED.</i> CATEGORY: Employment Terms and Conditions</p>
► CA AB 891	<p>AUTHOR: Burke [D] TITLE: Public Property: Safe Parking Program INTRODUCED: 02/20/2019 LAST AMEND: 03/25/2019 LOCATION: <i>Assembly Local Government Committee</i></p> <p>SUMMARY: Requires a city with a population greater than 330,000 and each county, in coordination with cities and local nonprofit entities. Establishes a safe parking program that provides safe parking locations and options for individuals and families living in their vehicles. Requires the Department of General Services, in coordination with the Department of Transportation, to identify surplus state properties that are suitable for safe parking programs.</p> <p>STATUS: 03/25/2019 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.</i> 03/25/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</i> CATEGORY: Planning</p>
► CA AB 903	<p>AUTHOR: Levine [D] TITLE: Political Reform Act of 1974 INTRODUCED: 02/20/2019 LAST AMEND: 03/28/2019 LOCATION: <i>Assembly Appropriations Committee</i></p> <p>SUMMARY: Provides that an exclusion from the definition of expenditure under the Political Reform Act does not apply to communications paid for with public moneys by a state or local government. Requires preelection statements to disclose contributions and independent expenditures made to a state, county, or city general purpose committee or made to support or oppose a candidate measure appearing on the ballot as a specified election.</p> <p>STATUS: 03/28/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i> CATEGORY: Audits, Records, Reports, and Litigation</p>

► CA AB 905	AUTHOR: Chen [R] TITLE: Highway Design Manual: Fire Prone Areas INTRODUCED: 02/20/2019 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Requires the Department of Transportation to update the Highway Design Manual to incorporate the use of k-rails, weed mates, or other fire proofing devices in fire prone areas. STATUS: 03/04/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Planning
► CA AB 923	AUTHOR: Wicks [D] TITLE: Bay Area Rapid Transit District: Electricity INTRODUCED: 02/20/2019 LOCATION: <i>Assembly Utilities and Energy Committee</i> SUMMARY: Authorizes BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchases through a market operated by the Independent System Operator or any other electricity market. STATUS: 03/04/2019 <i>To ASSEMBLY Committee on UTILITIES AND ENERGY.</i> CATEGORY: Rail
► CA AB 931	AUTHOR: Boerner Horvath [D] TITLE: State and Local Boards and Commission INTRODUCED: 02/20/2019 LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: Requires the composition of each state and local board and commission with appointed members to have a specified minimum number of women board members or commissioners based on the total number of board members or commissioners on that board. STATUS: 03/07/2019 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</i> CATEGORY: Miscellaneous
► CA AB 939	AUTHOR: Frazier [D] TITLE: California Environmental Protection Agency INTRODUCED: 02/20/2019 LOCATION: <i>Assembly Accountability and Administrative Review Committee</i> SUMMARY: Requires the California Environmental Protection Agency and any department, board, commission, or office within the California Environmental Protection Agency to provide to the public, not later than 72 hours prior to involvement of the public through workshops or any other proceedings, all materials and presentations relevant to the process regarding complex proposals described as specified. STATUS: 03/04/2019 <i>To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</i> CATEGORY: Environment

► CA AB 983	AUTHOR: Boerner Horvath [D] TITLE: Transportation Electrification INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Utilities and Energy Committee</i> SUMMARY: <p>Requires an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. Authorizes an electrical corporation to file an application with the Public Utilities Commission by December 31, 2020, as specified.</p> STATUS: 03/07/2019 <i>To ASSEMBLY Committees on UTILITIES AND ENERGY and COMMUNICATIONS AND CONVEYANCE.</i> CATEGORY: Environment
► CA AB 1017	AUTHOR: Boerner Horvath [D] TITLE: Railroads: At-Grade Pedestrian Crossings INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Utilities and Energy Committee</i> SUMMARY: <p>Requires the Public Utilities Commission to identify standardized supplemental safety measure improvements for at-grade pedestrian crossings.</p> STATUS: 03/07/2019 <i>To ASSEMBLY Committee on UTILITIES AND ENERGY.</i> CATEGORY: Rail
► CA AB 1046	AUTHOR: Ting [D] TITLE: Charge Ahead California Initiative INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: <p>Sets an additional goal of the Charge Ahead California Initiative the placement in service of at least 5 million zero-emission vehicles by January 1, 2030 (2030 goal). Requires the forecast for the Clean Vehicle Rebate Project to include the total state rebate investment necessary to facilitate reaching the 2030 goal and recommendation on changes to the project structure and rebate levels.</p> STATUS: 03/07/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Environment
► CA AB 1100	AUTHOR: Kamlager-Dove [D] TITLE: Electric Vehicles: Parking Requirements INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: <p>Requires a parking space served by electric vehicle service equipment and a parking space designated as a future electric vehicle charging space to be counted as a least one standard automobile parking space for the purpose of complying with any applicable minimum parking requirements establishing by a local jurisdiction.</p> STATUS: 03/11/2019 <i>To ASSEMBLY Committee on LOCAL GOVERNMENT.</i> CATEGORY: Miscellaneous

► CA AB 1112	<p>AUTHOR: Friedman [D] TITLE: Motorized Scooters: Local Regulation INTRODUCED: 02/21/2019 LAST AMEND: 03/28/2019 COMMITTEE: Assembly Transportation Committee SUMMARY: <i>Authorizes a local authority to regulate motorized scooters by assessing limited penalties for moving or parking violations. Authorizes local regulation of scooter share operators.</i> STATUS: 03/28/2019 To ASSEMBLY Committee on TRANSPORTATION. 03/28/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Planning</p>
► CA AB 1142	<p>AUTHOR: Friedman [D] TITLE: Regional Transportation Plans INTRODUCED: 02/21/2019 LAST AMEND: 04/01/2019 LOCATION: Assembly Transportation Committee SUMMARY: <i>Authorizes the inclusion of an indicator regarding measures of policies to increase use of existing transit in regional transportation plans.</i> STATUS: 04/01/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 04/01/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Miscellaneous</p>
► CA AB 1148	<p>AUTHOR: Patterson [R] TITLE: High Speed Rail: Independent Peer Review Group INTRODUCED: 02/21/2019 LOCATION: Assembly Transportation Committee SUMMARY: <i>Requires the independent peer review group to study and annually report to the legislature on alternative uses for high speed rail project infrastructure that is located in the projects Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the legislature.</i> STATUS: 03/07/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail</p>

► CA AB 1167	AUTHOR: Mathis [R] TITLE: Greenhouse Gas Reduction Fund: <i>Fire Protection</i> INTRODUCED: 02/21/2019 LAST AMEND: 03/13/2019 LOCATION: Assembly Transportation Committee SUMMARY:
	<i>Appropriates a certain percent of the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Fund Program, which is established to provide grant funding for resident firefighters who lost their primary residence due to a wildfire or natural disaster.</i>
	STATUS: 04/01/2019 In ASSEMBLY Committee on TRANSPORTATION: Failed passage. 04/01/2019 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.
► CA AB 1198	AUTHOR: Stone [D] TITLE: Public Employees' Retirement: Pension Reform INTRODUCED: 02/21/2019 LAST AMEND: 03/21/2019 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY:
	<i>Excepts transit workers hired before a specified date, from the Public Employees' Pension Reform Act, or PEPR, by removing the federal district court contingency language from the provision excepting certain transit workers from PEPR.</i>
	STATUS: 03/21/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT. 03/21/2019 From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT With author's amendments. 03/21/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY: Employment Terms and Conditions
► CA AB 1212	AUTHOR: Levine [D] TITLE: Public Employees' Retirement: Pension Fund INTRODUCED: 02/21/2019 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY:
	Requires a state agency that is responsible for infrastructure projects to produce a list of priority infrastructure projects for funding consideration by the retirement boards, as described, and to provide it to them. Requires a state agency also to provide further project information to a board upon request.
	STATUS: 03/11/2019 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY: Employment Terms and Conditions

► CA AB 1226	AUTHOR: Holden [D] TITLE: State Highways: Property Leases INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Authorizes the Department of Transportation to lease airspace that it owns to a city, county, or other political subdivision or another state agency for emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, subject to specified terms and conditions. STATUS: 03/11/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Planning
► CA AB 1237	AUTHOR: Aguiar-Curry [D] TITLE: Greenhouse Gas Reduction Fund: Guidelines INTRODUCED: 02/21/2019 LOCATION: <i>ASSEMBLY</i> SUMMARY: Requires an agency that receives an appropriation from the Greenhouse Gas Reduction Fund to post on its internet website the agency's guidelines, as specified, for how moneys from the fund are allocated. STATUS: 03/11/2019 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i> CATEGORY: Funding
► CA AB 1241	AUTHOR: Quirk-Silva [D] TITLE: Contracts Between Public and Private Entities INTRODUCED: 02/21/2019 LOCATION: <i>Assembly Privacy and Consumer Protection Committee</i> SUMMARY: Requires an agency that contracts with a person or private entity that owns or licenses an electronic database that contains the personal information of individuals for the purpose of hiring and training specified individuals, to do so only if the contract requires the person or private entity to comply with the requirements for disclosure and maintenance of personal information that are applicable to an agency pursuant to the Information Practices Act. STATUS: 03/11/2019 <i>To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.</i> CATEGORY: Employment Terms and Conditions

► CA AB 1262	<p>AUTHOR: O'Donnell [D] TITLE: Clean Vehicle Technology Program INTRODUCED: 02/21/2019 LAST AMEND: 03/28/2019 COMMITTEE: Assembly Transportation Committee SUMMARY: <i>Appropriates an unspecified amount of the annual proceeds of the Greenhouse Gas Reduction Fund for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</i> STATUS: 03/28/2019 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES. 03/28/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Funding</p>
► CA AB 1266	<p>AUTHOR: Rivas R [D] TITLE: Traffic Control Devices: Bicycles INTRODUCED: 02/21/2019 LAST AMEND: 04/02/2019 LOCATION: Assembly Transportation Committee SUMMARY: Permits drivers of bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane. STATUS: 04/02/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 04/02/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Active Transportation</p>
► CA AB 1273	<p>AUTHOR: Brough [R] TITLE: County Of Orange: Joint Exercise Of Powers Agreements INTRODUCED: 02/21/2019 LAST AMEND: 03/25/2019 LOCATION: Assembly Local Government Committee SUMMARY: <i>Limits the expenditure of certain development fees by the County of Orange to the maintenance, operation, or financing of a completed toll facility. Prohibits the formation of a new joint powers agency to construct bridge facilities or major thoroughfares.</i> STATUS: 03/25/2019 To ASSEMBLY Committee on LOCAL GOVERNMENT. 03/25/2019 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 03/25/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT. CATEGORY: Planning</p>

► CA AB 1277	<p>AUTHOR: Obernolte [R]</p> <p>TITLE: <i>Transportation Projects: Oversight Committees</i></p> <p>INTRODUCED: 02/21/2019</p> <p>LAST AMEND: 03/19/2019</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Requires a public agency <i>administering a megaproject which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks..</i></p> <p>STATUS: 03/19/2019 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/19/2019 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Audits, Records, Reports, and Litigation</p>
► CA AB 1284	<p>AUTHOR: Carrillo [D]</p> <p>TITLE: Carbon Neutrality</p> <p>INTRODUCED: 02/21/2019</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: Requires the State Air Resources Board to adopt a regulation defining carbon neutrality, as specified.</p> <p>STATUS: 03/11/2019 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: Environment</p>
► CA AB 1286	<p>AUTHOR: Muratsuchi [D]</p> <p>TITLE: Shared Mobility Devices: Agreements</p> <p>INTRODUCED: 02/21/2019</p> <p>LOCATION: <i>Assembly Privacy and Consumer Protection Committee</i></p> <p>SUMMARY: Requires a shared mobility service provider to enter into an agreement with the city or county with jurisdiction over the area of use that requires the provider to maintain a specified amount of general liability insurance and prohibits the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction.</p> <p>STATUS: 03/11/2019 <i>To ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and JUDICIARY.</i></p> <p>CATEGORY: Miscellaneous</p>

► CA AB 1351	AUTHOR: Lackey [R] TITLE: Paratransit and Dial a Ride Services INTRODUCED: 02/22/2019 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: <p>Requires a for profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides a dial a ride paratransit service to determine the eligibility of an applicant for those services within a number of days following the submission of a complete application, and provide service to an eligible person at any requested time on a particular day in response to a request for service made the previous day.</p> STATUS: 03/14/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Transit
► CA AB 1397	AUTHOR: Burke [D] TITLE: Income Tax Credit: Railroad in Reconstruction INTRODUCED: 02/22/2019 LOCATION: <i>Assembly Revenue and Taxation Committee</i> SUMMARY: <p>Allows a credit for each taxable year to a qualified taxpayer in an amount equal to a percentage of the qualified railroad reconstruction or replacement expenditures paid or incurred by the qualified taxpayer, subject to a specified limitation. Includes the additional information required for any bill authorizing a new income tax credit.</p> STATUS: 03/14/2019 <i>To ASSEMBLY Committee on REVENUE AND TAXATION.</i> CATEGORY: Rail
► CA AB 1411	AUTHOR: Reyes [D] TITLE: Integrated Action Plan for Sustainable Freight INTRODUCED: 02/22/2019 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: <p>Establishes as a state goal the deployment of a number of zero emission and medium and heavy duty vehicles and off road vehicles and equipment, and the corresponding infrastructure to support them, by a year. Requires the Public Utilities Commission, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office to develop and update by a certain date, and every number of years after.</p> STATUS: 03/14/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Miscellaneous
► CA AB 1413	AUTHOR: Gloria [D] TITLE: Transportation: Local Transportation Authorities INTRODUCED: 02/22/2019 LOCATION: <i>Assembly Local Government Committee</i> SUMMARY: <p>Authorizes a local transportation authority to impose a tax applicable to only a portion of its county if two thirds of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, for the benefit of, the portion of the county to which the tax would apply.</p> STATUS: 03/14/2019 <i>To ASSEMBLY Committee on LOCAL GOVERNMENT.</i> CATEGORY: Funding

► CA AB 1430	<p>AUTHOR: Garcia E [D]</p> <p>TITLE: State Government: Public Investment Opportunities</p> <p>INTRODUCED: 02/22/2019</p> <p>LOCATION: <i>Assembly Accountability and Administrative Review Committee</i></p> <p>SUMMARY: Requires the Public Utilities Commission, the State Air Resources Board, the California Transportation Commission, and the Labor Workforce Development Agency by January 1, 2021, to provide a joint assessment of options for redefining the term cost effective to the Legislature for the purposes of prioritizing public investment opportunities.</p> <p>STATUS: 03/14/2019 <i>To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</i></p> <p>CATEGORY: Miscellaneous</p>
► CA AB 1442	<p>AUTHOR: Rivas [D]</p> <p>TITLE: California Transportation Commission</p> <p>INTRODUCED: 02/22/2019</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Authorizes the California Transportation Commission to organize itself into at least four committees relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.</p> <p>STATUS: 03/14/2019 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Miscellaneous</p>
► CA AB 1457	<p>AUTHOR: Reyes [D]</p> <p>TITLE: Omnitrans Transit District</p> <p>INTRODUCED: 02/22/2019</p> <p>LOCATION: <i>Assembly Local Government Committee</i></p> <p>SUMMARY: Creates Omnitrans Transit District in the County of San Bernardino. Provides that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa and specified portions of the unincorporated areas of the County of San Bernardino.</p> <p>STATUS: 03/14/2019 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.</i></p> <p>CATEGORY: Miscellaneous</p>

► CA AB 1475	AUTHOR:	Bauer-Kahan [D]
	TITLE:	Construction Method: Bollinger Canyon Bridge
	INTRODUCED:	02/22/2019
	LOCATION:	Assembly Transportation Committee
	LAST AMEND:	03/19/2019
	SUMMARY:	<i>Authorizes the use of the CM/GC method for the construction of a bridge over Bollinger Canyon to extend the Iron Horse Trail. States the intent of the Legislature that the Contra Costa Transportation Authority may effectuate the construction of a bridge over Bollinger Canyon to extend the Iron Horse Trail using the CM/GC authority.</i>
	STATUS:	
	03/19/2019	<i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>
	03/19/2019	<i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i>
	CATEGORY:	Miscellaneous

► CA AB 1486	AUTHOR:	Ting [D]
	TITLE:	Local Agencies: Surplus Land
	INTRODUCED:	02/22/2019
	LAST AMEND:	03/28/2019
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	<i>Expands the definition of local agency to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state, and any instrumentality thereof, that is empowered to acquire and hold real property, thereby requiring these entities to comply with requirements for the disposal of surplus land.</i>
	STATUS:	
	03/28/2019	<i>From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.</i>
	03/28/2019	<i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</i>
	CATEGORY:	Miscellaneous

CA AB 1515 (Friedman), which pertained to the definition of transit property area, was gut-and-amended to pertain to community plans. Therefore, the bill has been removed from the matrix.

► CA AB 1560	AUTHOR:	Friedman [D]
	TITLE:	California Environmental Quality Act
	INTRODUCED:	02/22/2019
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	<i>Revises the definition of major transit stop to include a bus rapid transit station that is served by a local circulator or a local serving on-demand transit program. Increases the frequency of service interval to 20 minutes.</i>
	STATUS:	
	03/14/2019	<i>To ASSEMBLY Committee on NATURAL RESOURCES.</i>
	CATEGORY:	Transit

► CA AB 1580	AUTHOR: Levine [D] TITLE: Major Infrastructure Construction Projects INTRODUCED: 02/22/2019 LAST AMEND: 03/28/2019 LOCATION: Assembly Local Government Committee SUMMARY:
	<i>Requires a public agency undertaking a publicly funded major transportation infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, and to develop and use risk management plans throughout the course of the project. Requires the oversight committee to act as the authority for critical decisions regarding the project and to have sufficient staff to support decision making.</i>
	STATUS: 03/28/2019 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION. 03/28/2019 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
	CATEGORY: Audits, Records, Reports, and Litigation
► CA AB 1605	AUTHOR: Ting [D] TITLE: Crooked Street Reservation and Pricing Program INTRODUCED: 02/22/2019 LAST AMEND: 03/28/2019 COMMITTEE: Assembly Transportation Committee SUMMARY:
	<i>Authorizes the Board of Supervisors of the City and County of San Francisco by ordinance to conduct a reservation and pricing pilot program for vehicles that use the Crooked Street. Requires the Board of Supervisors to make certain findings and to conduct public outreach meetings or hearings.</i>
	STATUS: 03/28/2019 To ASSEMBLY Committee on TRANSPORTATION. 03/28/2019 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY: Managed Lanes/Toll Facilities
► CA AB 1614	AUTHOR: Gipson [D] TITLE: Vehicles: License Plate Pilot Program INTRODUCED: 02/22/2019 LOCATION: Assembly Transportation Committee SUMMARY:
	<i>Extends the authorization to conduct a license plate pilot program until January 1, 2021, and would authorize the Department of Motor Vehicles, if it conducts any pilot program to evaluate the inclusion of participants in the Business Partner Automation Program.</i>
	STATUS: 03/14/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous

► CA AB 1633	AUTHOR: Grayson [D] TITLE: Regional Transportation Plans: Traffic Signals INTRODUCED: 02/22/2019 LOCATION: Assembly Appropriations Committee SUMMARY: Authorizes each city located within the jurisdiction of Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to reduce travel times, the number of stops, and fuel use. STATUS: 04/01/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0) CATEGORY: Miscellaneous
► CA AB 1671	AUTHOR: Berman [D] TITLE: Department of Transportation INTRODUCED: 02/22/2019 LAST AMEND: 03/25/2019 LOCATION: Assembly Appropriations Committee SUMMARY: Extends the operation of provisions requiring the Department of Transportation to report its findings from the testing to the Legislature on or before January 1, 2023. Requires the department to submit an additional updated report to the Legislature on or before July 1, 2022. STATUS: 04/01/2019 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0) CATEGORY: Audits, Records, Reports, and Litigation
► CA AB 1717	AUTHOR: Friedman [D] TITLE: Transit Oriented Affordable Housing Funding Program Act INTRODUCED: 02/22/2019 LAST AMEND: 03/28/2019 COMMITTEE: Assembly Housing and Community Development Committee SUMMARY: Establishes the Transit-Oriented Affordable Housing Funding Program. Authorizes the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit oriented affordable housing district. Authorizes a district to enter into a contract with the Housing Finance Agency to remit the entirety of the amount allocated to it by a division of taxes to the Agency. STATUS: 03/28/2019 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT. 03/28/2019 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT. CATEGORY: Funding

► CA AB 1730	<p>AUTHOR: Gonzalez [D] TITLE: Regional Transportation Plans INTRODUCED: 02/22/2019 LAST AMEND: 03/28/2019 LOCATION: Assembly Housing and Community Development Committee SUMMARY: <i>Requires the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by SANDAG to remain in effect for all purposes until SANDAG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2021.</i> STATUS: 03/28/2019 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT. 03/28/2019 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT. CATEGORY: Planning</p>
► CA AB 1736	<p>AUTHOR: Daly [D] TITLE: Internet Posting Requirements INTRODUCED: 02/22/2019 LAST AMEND: 03/28/2019 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY: <i>Requires departments and state agencies with an internet website, to post within 24 hours of awarding a contract, the name of the successful bidder, the amount of the successful bidder's bid, and the name of listed subcontractors and their subcontract amounts.</i> STATUS: 03/28/2019 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. 03/28/2019 From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. CATEGORY: Audits, Records, Reports, and Litigation</p>
► CA AB 1768	<p>AUTHOR: Carrillo [D] TITLE: Prevailing Wage: Public Works INTRODUCED: 02/22/2019 LAST AMEND: 03/21/2019 LOCATION: Assembly Labor and Employment Committee SUMMARY: <i>Expands the definition of public works to include work conducted during site assessment or feasibility studies. Specifies that preconstruction work, including design, site assessment, feasibility studies, and land surveying, is deemed to be part of a public work, regardless of whether any further construction work is conducted.</i> STATUS: 03/21/2019 To ASSEMBLY Committee on LABOR AND EMPLOYMENT. 03/21/2019 From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments. 03/21/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT. CATEGORY: Employment Terms and Conditions</p>

► CA AB 1770	<p>AUTHOR: Frazier [D]</p> <p>TITLE: Tire Recycling Program: Rubberized Pavement</p> <p>INTRODUCED: 02/22/2019</p> <p>COMMITTEE: Assembly Natural Resources Committee</p> <p>SUMMARY: <i>Extends the operation of the Rubberized Pavement Market Development Act to June 30, 2024.</i></p> <p>STATUS: 03/18/2019 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Miscellaneous</p>
► CA AB 1785	<p>AUTHOR: Boerner Horvath [D]</p> <p>TITLE: Pleadings: Motion to Strike</p> <p>INTRODUCED: 02/22/2019</p> <p>LAST AMEND: 03/28/2019</p> <p>LOCATION: Assembly Judiciary Committee</p> <p>SUMMARY: <i>Permits a railroad owner or operator, or a government entity through which a railroad passes, to file a special motion to strike a cause of action seeking damages for an incident occurring in a portion of a railroad right of way open to the public. Requires the court to grant the special motion to strike unless the plaintiff establishes that there is a probability that the plaintiff will overcome all defenses asserted by the defendant and prevail on the claim.</i></p> <p>STATUS: 03/28/2019 To ASSEMBLY Committee on JUDICIARY. 03/28/2019 From ASSEMBLY Committee on JUDICIARY with author's amendments. 03/28/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on JUDICIARY.</p> <p>CATEGORY: Audits, Records, Reports, and Litigation</p>
► CA ACA 1	<p>AUTHOR: Aguiar-Curry [D]</p> <p>TITLE: Local Government Financing: Affordable Housing</p> <p>INTRODUCED: 12/03/2018</p> <p>LAST AMEND: 03/18/2019</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: Creates an exception to the 1% limit on the ad valorem property tax rate on real property that would authorize a city or county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city or county.</p> <p>STATUS: 03/27/2019 From ASSEMBLY Committee on LOCAL GOVERNMENT: Be adopted to Committee on APPROPRIATIONS. (5-2)</p> <p>CATEGORY: Funding</p>

CA ACA 2	AUTHOR: Nazarian [D] TITLE: State Tax Agency INTRODUCED: 12/03/2018 LOCATION: ASSEMBLY SUMMARY: Abolishes the State Board of Equalization and instead requires the Legislature to create a state tax agency by statute for purposes of carrying out those powers, duties and responsibilities previously vested in the State Board of Equalization. Authorizes the Legislature to vest all powers, duties, and responsibilities in a single state tax agency or separately in multiple state tax agencies. STATUS: 12/03/2018 INTRODUCED. CATEGORY: Funding
► CA SB 1	AUTHOR: Atkins [D] TITLE: Environmental, Public Health, and Workers Defense Act INTRODUCED: 12/03/2018 COMMITTEE: Senate Natural Resources and Water Committee SUMMARY: Enacts the California Environmental, Public Health, and Workers Defense Act, which prohibits a state or local agency from amending or revising its rules to be less stringent than the federal baseline standards pertaining to environmental protection. STATUS: 03/20/2019 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on NATURAL RESOURCES AND WATER. (5-2)</i> CATEGORY: Environment
► CA SB 5	AUTHOR: Beall [D] TITLE: Local-State Sustainable Investment Incentive Program INTRODUCED: 12/03/2018 LAST AMEND: 03/21/2019 LOCATION: Senate Second Reading File SUMMARY: <i>Establishes the Affordable Housing and Community Development Investment Program. Authorizes various agencies and special districts to apply for participation in the program. Establishes criteria for participation and provides that eligible projects include, among other things, construction of workforce and affordable housing, certain transit oriented development, and projects promoting strong neighborhoods.</i> STATUS: 04/02/2019 <i>From SENATE Committee on HOUSING: Do pass as amended to Committee on APPROPRIATIONS.</i> CATEGORY: Funding

► CA SB 25	AUTHOR: Caballero [D] TITLE: Environmental Quality Act: Qualified Opportunity Zones INTRODUCED: 12/03/2018 LAST AMEND: 03/07/2019 COMMITTEE: Senate Environmental Quality Committee SUMMARY:
	Establishes procedures for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded by qualified opportunity funds or moneys from the Greenhouse Gas Reduction Fund.
	STATUS: 03/07/2019 <i>From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.</i>
	03/07/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i>
	CATEGORY: Environment

► CA SB 43	AUTHOR: Allen [D] TITLE: Carbon Taxes INTRODUCED: 12/03/2018 COMMITTEE: Senate Environmental Quality Committee SUMMARY:
	Requires the State Air Resources Board in consultation with the Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study to propose and determine the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products.
	STATUS: 03/20/2019 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on GOVERNANCE AND FINANCE. (5-2)</i>
	CATEGORY: Funding

► CA SB 44	AUTHOR: Skinner [D] TITLE: Medium and Heavy Duty Vehicles: Comprehensive Strategy INTRODUCED: 12/03/2018 LAST AMEND: 03/21/2019 COMMITTEE: Senate Environmental Quality Committee SUMMARY:
	<i>Requires the State Air Resources Board to develop a comprehensive strategy for the deployment of medium and heavy duty vehicles in the state that results in bringing the state into compliance with federal ambient air quality standards and a reduction of motor vehicle greenhouse gas emissions. States that a portion of the annual proceeds of the Greenhouse Gas Reduction Fund will be appropriated to support the California Clean Truck, Bus, and Off Road Vehicle and Equipment Technology Program.</i>
	STATUS: 03/21/2019 <i>From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.</i>
	03/21/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i>
	CATEGORY: Environment

► CA SB 50	<p>AUTHOR: Wiener [D]</p> <p>TITLE: Planning and Zoning: Housing Development: <i>Incentives</i></p> <p>INTRODUCED: 12/03/2018</p> <p>LAST AMEND: 03/11/2019</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>SUMMARY: <i>Amends the Housing Accountability Act to additionally provide that the receipt of an equitable communities incentive is not a valid basis on which to find a proposed housing development is inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision of that Act.</i></p> <p>STATUS: 04/02/2019 <i>From SENATE Committee on Housing: Do pass to Committee on GOVERNANCE AND FINANCE. (9-1)</i></p> <p>CATEGORY: Planning</p>
► CA SB 59	<p>AUTHOR: Allen [D]</p> <p>TITLE: Automated Vehicle Technology: Statewide Policy</p> <p>INTRODUCED: 12/19/2018</p> <p>LAST AMEND: 04/01/2019</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: <i>Establishes guiding principles relating to autonomous vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. Requires the Office of Planning and Research, in coordination with the State Air Resources Board, to convene an autonomous vehicle interagency working group of specified state agencies to guide policy development for automated vehicle technology.</i></p> <p>STATUS: 04/01/2019 <i>From SENATE Committee on TRANSPORTATION with author's amendments.</i> 04/01/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Miscellaneous</p>
► CA SB 128	<p>AUTHOR: Beall [D]</p> <p>TITLE: Enhanced Infrastructure Financing Districts: Bonds</p> <p>INTRODUCED: 01/10/2019</p> <p>LAST AMEND: 03/21/2019</p> <p>LOCATION: ASSEMBLY</p> <p>SUMMARY: Authorizes the public financing authority to issue bonds for purposes of enhanced infrastructure financing districts without submitting a proposal to the voters. Requires specified information related to the issuance of the bonds to be contained in the resolution. <i>Requires the Authority to hold three public hearings on an enhanced infrastructure financing plan.</i></p> <p>STATUS: 03/28/2019 <i>In SENATE. Read third time. Passed SENATE.To ASSEMBLY. (25-8)</i></p> <p>CATEGORY: Funding</p>

► CA SB 137	AUTHOR: Dodd [D] TITLE: Federal Transportation Funds: State Exchange Programs INTRODUCED: 01/15/2019 LOCATION: Senate Appropriations Committee SUMMARY: Authorizes the Department of Transportation to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated by the department. STATUS: 03/26/2019 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12-0) CATEGORY: Funding
► CA SB 146	AUTHOR: Beall [D] TITLE: Peninsula Rail Transit District INTRODUCED: 01/18/2019 LOCATION: Senate Consent Calendar - Second Legislative Day SUMMARY: Repeals provisions relating to the Peninsula Rail Transit District. STATUS: 03/27/2019 In SENATE. Read second time. To Consent Calendar. CATEGORY: Rail
► CA SB 147	AUTHOR: Beall [D] TITLE: High-Speed Rail Authority INTRODUCED: 01/18/2019 LOCATION: Senate Consent Calendar - Second Legislative Day SUMMARY: Authorizes the High-Speed Rail Authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website. STATUS: 03/27/2019 In SENATE. Read second time. To Consent Calendar. CATEGORY: Rail
CA SB 162	AUTHOR: Galgiani [D] TITLE: Alternative Energy and Advanced Transportation INTRODUCED: 01/24/2019 LOCATION: Senate Governance and Finance Committee SUMMARY: Extends the authorization for the Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of specified sales and use tax exclusions for qualifying projects, and extends the sales and use tax exclusion for the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a party that will use that property as part of the approved project. STATUS: 02/06/2019 To SENATE Committee on GOVERNANCE AND FINANCE. CATEGORY: Funding

► CA SB 168	<p>AUTHOR: Wieckowski [D] TITLE: Chief Officer of Climate Adaptation and Resilience INTRODUCED: 01/28/2019 COMMITTEE: Senate Natural Resources and Water Committee SUMMARY: Establishes the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California and would specify the duties of the chief officer. STATUS: 03/25/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES AND WATER.</i> CATEGORY: Planning</p>
► CA SB 197	<p>AUTHOR: Beall [D] TITLE: Department of Transportation: Retention Proceeds INTRODUCED: 01/31/2019 LOCATION: Senate Appropriations Committee SUMMARY: Deletes the repeal provision of existing law prohibiting the Department of Transportation, until 1/1/2020 from withholding retention proceeds when making progress payments for work performed by a contractor, thereby making the prohibition operative indefinitely. STATUS: 03/26/2019 <i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12-0)</i> CATEGORY: Funding</p>
► CA SB 211	<p>AUTHOR: Beall [D] TITLE: State Highways: Leases INTRODUCED: 02/04/2019 LAST AMEND: 03/19/2019 LOCATION: Senate Transportation Committee SUMMARY: <i>Authorizes the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes, that is not excess property, to the city or county in which the airspace or real property is located, or to a political subdivision of the city or county, for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels.</i> STATUS: 03/28/2019 <i>Re-referred to SENATE Committee on TRANSPORTATION.</i> CATEGORY: Planning</p>

► CA SB 241	<p>AUTHOR: Moorlach [R] TITLE: Public Agencies: Joint Powers Authorities: Contracts INTRODUCED: 02/11/2019 LAST AMEND: 04/02/2019 LOCATION: Senate Governance and Finance Committee SUMMARY: Relates to the Joint Powers Act. Requires the governing body of each member agency of an agency established pursuant to a joint powers agreement to approve and ratify each memorandum of understanding negotiated between the joint powers agency and its employees. Requires each member agency to approve and ratify each contract for municipal services or functions, as defined, negotiated between the joint powers agency and the entity providing the services or functions. STATUS: 04/02/2019 <i>From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.</i> 04/02/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</i> CATEGORY: Miscellaneous</p>
► CA SB 277	<p>AUTHOR: Beall [D] TITLE: Road Maintenance and Rehabilitation Program: Guidelines INTRODUCED: 02/13/2019 LAST AMEND: 03/18/2019 LOCATION: Senate Transportation Committee SUMMARY: Requires the Transportation Commission to update the guidelines for the allocation of money from the Road Maintenance and Rehabilitation Account at specified intervals. STATUS: 03/28/2019 <i>Re-referred to SENATE Committee on TRANSPORTATION.</i> CATEGORY: Funding</p>
► CA SB 319	<p>AUTHOR: Moorlach [R] TITLE: Highways: Interstate Route 5: State Route 99: Speeds INTRODUCED: 02/15/2019 LOCATION: Senate Transportation Committee SUMMARY: Requires the Department of Transportation to initiate a project to construct two additional traffic lanes on northbound and southbound Interstate Route 5 and State Route 99 and prohibits the imposition of a maximum speed limit for those traffic lanes. STATUS: 02/28/2019 <i>To SENATE Committees on TRANSPORTATION and ENVIRONMENTAL QUALITY.</i> CATEGORY: Planning</p>
► CA SB 336	<p>AUTHOR: Dodd [D] TITLE: Transportation: Fully-Automated Transit Vehicles INTRODUCED: 02/19/2019 LOCATION: Senate Transportation Committee SUMMARY: Requires a transit operator, as defined, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. STATUS: 02/28/2019 <i>To SENATE Committee on TRANSPORTATION.</i> CATEGORY: Transit</p>

► CA SB 340	AUTHOR: Stone [R] TITLE: High Speed Rail Bonds INTRODUCED: 02/19/2019 LOCATION: Senate Transportation Committee 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 for high-speed rail purposes for early improvement projects in the Phase 1 blended system. STATUS: 02/28/2019 To SENATE Committees on TRANSPORTATION and GOVERNANCE AND FINANCE. CATEGORY: Rail
► CA SB 355	AUTHOR: Portantino [D] TITLE: Joint Powers Agencies: Meetings INTRODUCED: 02/19/2019 LOCATION: SENATE SUMMARY: Relates to The Joint Exercise of Powers Act. Relates to The Ralph M. Brown Act. Eliminates the requirement that the designated alternate member of the legislative body of the joint powers agency also be a member of the legislative body of a member local agency. STATUS: 02/19/2019 INTRODUCED. CATEGORY: Miscellaneous
► CA SB 397	AUTHOR: Glazer [D] TITLE: Public Transit Operators: Passengers with Pets INTRODUCED: 02/20/2019 LOCATION: Senate Transportation Committee SUMMARY: Requires each public transit operator to develop best practices for allowing pets on public transit vehicles, serving areas subject to an evacuation order. STATUS: 02/28/2019 To SENATE Committee on TRANSPORTATION. CATEGORY: Transit
► CA SB 400	AUTHOR: Umberg [D] TITLE: Reduction of Greenhouse Gases Emissions: Mobility INTRODUCED: 02/20/2019 LOCATION: Senate Environmental Quality Committee SUMMARY: Provides that the term mobility option also includes bike sharing and electric bicycles under the Clean Cars 4 All Program. STATUS: 02/28/2019 To SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION. CATEGORY: Active Transportation

► CA SB 405	<p>AUTHOR: Archuleta [D] TITLE: Reclaimed Asphalt Pavement: County of Los Angeles INTRODUCED: 02/20/2019 LAST AMEND: 03/27/2019 LOCATION: Senate Environmental Quality Committee SUMMARY: Requires the Department of Public Works of the County of Los Angeles to create a pilot project to demonstrate the viability of paving streets, roads and highways with hot mix asphalts composed as specified. STATUS: 03/27/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i> CATEGORY: Miscellaneous</p>
► CA SB 447	<p>AUTHOR: Moorlach [R] TITLE: Department Of Transportation: Transfer Of Property INTRODUCED: 02/21/2019 LAST AMEND: 03/27/2019 LOCATION: Senate Rules Committee SUMMARY: Requires the department, if requested by the City of Orange, to transfer two parcels, which are currently leased to the city for use as public parks, to the city, subject to certain requirements, including a requirement that the property be used solely for recreation and open-space purposes. STATUS: 03/27/2019 <i>From SENATE Committee on RULES with author's amendments.</i> 03/27/2019 <i>In SENATE. Read second time and amended. Re-referred to Committee on RULES.</i> CATEGORY: Planning</p>
► CA SB 517	<p>AUTHOR: Archuleta [D] TITLE: Department of Motor Vehicles: Records: Confidentiality INTRODUCED: 02/21/2019 LOCATION: Senate Appropriations Committee SUMMARY: Extends a prohibition against the disclosure of the home addresses of certain public employees and officials to code enforcement officers and parking control officers. STATUS: 03/26/2019 <i>From SENATE Committee on PUBLIC SAFETY: Do pass to Committee on APPROPRIATIONS. (6-0)</i> CATEGORY: Audits, Records, Reports, and Litigation</p>
► CA SB 615	<p>AUTHOR: Hueso [D] TITLE: Public Records: Disclosure INTRODUCED: 02/22/2019 LOCATION: Senate Judiciary Committee SUMMARY: Permits any person to institute proceedings for injunctive or declarative relief or a writ of mandate in any court of competent jurisdiction to enforce their right to inspect or to receive a copy of any public record or class of public records covered by the California Public Records Act. Requires a person to meet and confer in good faith with the agency in an attempt to informally resolve each issue. STATUS: 03/14/2019 <i>To SENATE Committee on JUDICIARY.</i> CATEGORY: Audits, Records, Reports, and Litigation</p>

► CA SB 662	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Green Electrolytic Hydrogen</p> <p>INTRODUCED: 02/22/2019</p> <p>LOCATION: Senate Energy, Utilities and Communications Committee</p> <p>SUMMARY: Requires the Public Utilities Commission (PUC) and Energy Commission to take into account opportunities to increase grid-responsive production of green electrolytic hydrogen for use in the transportation sector. Includes use of green electrolytic hydrogen as an alternative transportation fuel.</p> <p>STATUS: 03/14/2019 To SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and TRANSPORTATION.</p> <p>CATEGORY: Environment</p>
► CA SB 732	<p>AUTHOR: Allen [D]</p> <p>TITLE: South Coast Air Quality Management District</p> <p>INTRODUCED: 02/22/2019</p> <p>LAST AMEND: 03/27/2019</p> <p>LOCATION: Senate Rules Committee</p> <p>SUMMARY: Authorizes the south coast district board to impose a transactions and use tax within the boundaries of the south coast district.</p> <p>STATUS: 03/27/2019 From SENATE Committee on RULES with author's amendments. 03/27/2019 In SENATE. Read second time and amended. Re-referred to Committee on RULES.</p> <p>CATEGORY: Miscellaneous</p>
► CA SJR 5	<p>AUTHOR: Beall [D]</p> <p>TITLE: California Transportation Infrastructure</p> <p>INTRODUCED: 03/07/2019</p> <p>LAST AMEND: 03/13/2019</p> <p>COMMITTEE: Senate Transportation Committee</p> <p>SUMMARY: Urges the Congress and the President of the United States to provide all federal resources promised to California and other states expeditiously and without delay, and work together to enact the robust bipartisan federal infrastructure legislation necessary to restore California's and other states' crumbling road and freight infrastructure, respond to growing traffic congestion, and increase investment in public transportation.</p> <p>STATUS: 03/20/2019 Re-referred to SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Miscellaneous</p>



Orange County Transportation Authority Marketing Programs

Taco Transit Tuesday

- Partnership with Wahoo's Fish Taco
- Encourages transit ridership

TACO TRANSIT TUESDAY

30 YEARS OF **Wahoo's** FISH TACO

OC BUS OCTA

OC Bus Sponsored - Paid for by Orange County Transportation Authority

On Tuesday, show your valid OC Bus, OC Flex, or Metrolink pass at Wahoo's. Buy a #1 combo. Get a free taco! #TacoTransitTuesday

TACOTRANSITTUESDAY.COM

Get a FREE taco on Tuesday

Show your pass, buy a combo, get a taco

Learn More

BRavo! Less stop. More go.

GET A FREE TACO* AT WAHOO'S WITH AN OC BUS PASS!

TACO TRANSIT TUESDAY

30 YEARS OF **Wahoo's** FISH TACO

OC BUS OCTA

TACO TRANSIT TUESDAY

30 YEARS OF **Wahoo's** FISH TACO

OC BUS OCTA

Skateboarder Christian Hosoi | Photo credit: Ray Zimmerman

RIDE OC TRANSIT & GET A FREE TACO* ON TUESDAYS!

Every day is a great day to ride the bus or train. Give it a try one day a week to save money, time, and the planet. How about Tuesday? That's the day you'll get a FREE TACO plus a great ride! See you onboard!

*With purchase of a #1 combo. Must show a valid OC Bus, OC Flex, or Metrolink pass.

Taco Transit Tuesday Promo Video

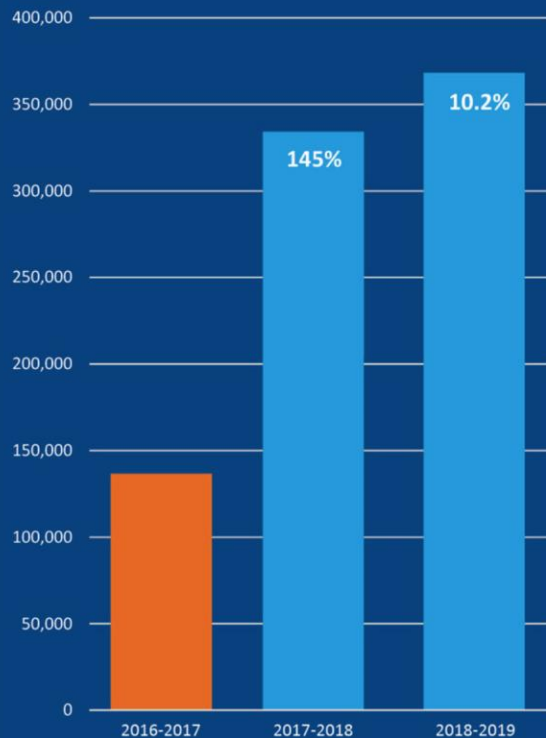
BUS



BUS

- Unlimited access to fixed-route OC Bus services
- Funded by student fees and grants

Santa Ana College
Student Boardings (Fall)





VOTE FOR BUS

**APRIL
8-11**

FULLERTON COLLEGE A.S. ELECTIONS

COUNT ON OC BUS FOR SCHOOL, WORK, AND FUN DESTINATIONS!



To get unlimited rides with the student bus pass program, vote to have a small fee added to student fees.

Ride all 54 OC Bus routes for the entire semester* for the cost of a cup of coffee.

Full-time students (enrolled in 12 units or more) will pay \$5.75 per semester.
Part-time students (enrolled in less than 12 units) will pay \$5 per semester.

*This semester includes January and August semesters. Excludes spring semester.

How do I get this deal?

Vote to approve the proposal: From the Orange County Transportation Authority for unlimited bus rides for Fullerton College students.

SEE HOW MUCH YOU CAN SAVE!	Regular Pass Cost	Cost per Semester
Fullerton College Student Fee (part-time)	/	\$5.00
Fullerton College Student Fee (full-time)	/	\$5.75
College 30-Day Pass	\$46	\$276

}

**SAVE OVER
\$270 PER
SEMESTER!**



- [illegible]

Market Segmentation Campaign

- Focuses on zip codes with higher ridership potential
- Educates and promotes OC Bus through multilingual collateral and social media



Featured Station of the Month

METROLINK

28,000
Entries (07/18-02/19)



FEATURED STATION
L.A. UNION STATION

**EXPLORE AND WIN
A FREE DAY TRIP!**


ENTER TO WIN



5% 
Orange County
Weekend Ridership (FY 18)

 **OC Metrolink**
Sponsored • 

Your \$10 Metrolink Weekend Pass will pay for itself with deals at these amazing San Clemente hot spots.







SAN CLEMENTE

Weekends just \$10! [LEARN MORE](#)


metrolinkweekend.com

9 3 Comments 2 Shares

 Like  Comment  Share



Casa Romantica



[LEARN MORE](#)

metrolinkweekend.com




Ellie's Table




[LEARN MORE](#)

metrolinkweekend.com



BeachFire Bar and Grill



[LEARN MORE](#)

metrolinkweekend.com



Italian Cravings

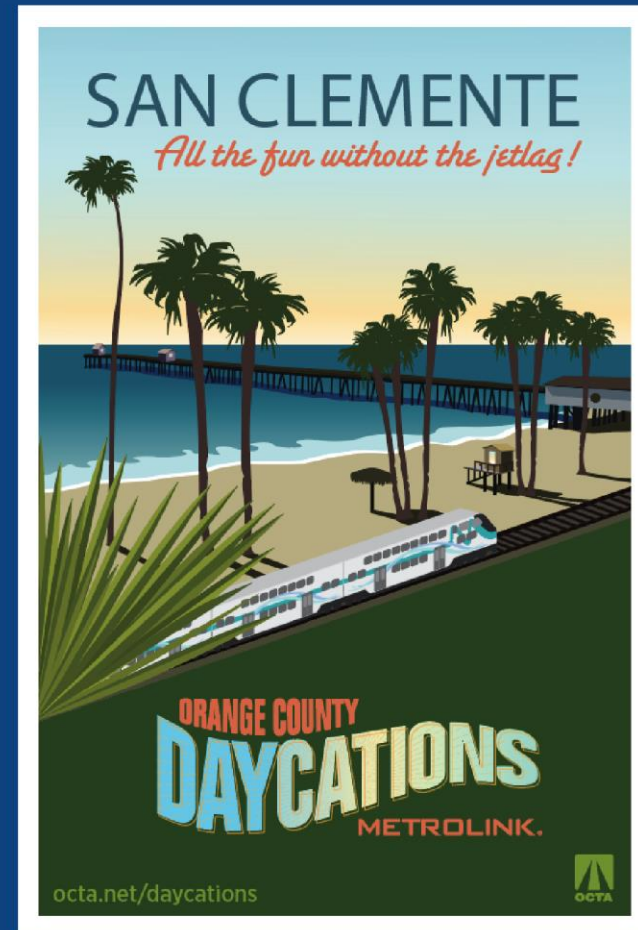
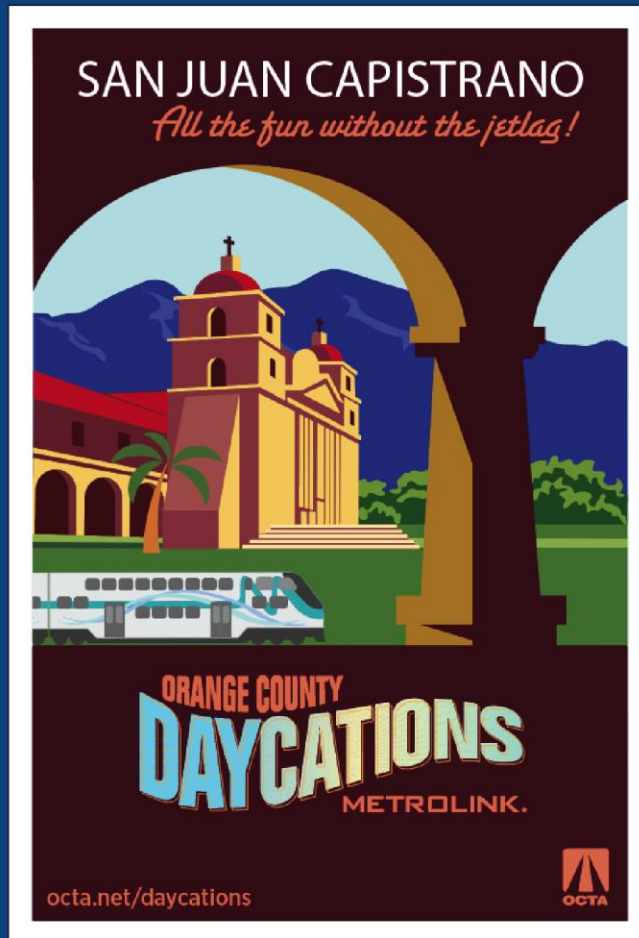


[LEARN MORE](#)

metrolinkweekend.com

Orange County Daycations

METROLINK



Angels Express



Special Promotions (February–June)

124,194
Individuals reached

1,995

Clicks, likes & reactions,
post shares, and comments

WEEKENDS ONLY
FEB 2 – APRIL 28, 2019

50% OFF GROUP RIDES!

OCflex.com

PROMO PRICING

- 2 Riders **\$4^{50*}** /day
- 3 Riders **\$6^{75*}** /day
- 4 Riders **\$9^{00*}** /day

* With Mobile App

Clean Transportation Funding
with the OCFL

OC FLEX | OCTA

OC FLEX Sponsored

Give your car a break this weekend. Take OC Flex for friends night. We're your on-demand, curb-to-curb service. Simply book with the OC Flex app and save 50% on weekend group rides.

Riders	Price
2 Riders	\$450
3 Riders	\$675
4 Riders	\$900

50% OFF WEEKEND RIDES

OCFLEX.COM
Weekend Promo. Unlimited Trips all day!
Ride OC Flex as a group and save

Like Comment Share

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Give your car a break this weekend. Take OC Flex for friends night. We're your on-demand, curb-to-curb service. Simply book with the OC Flex app and save 50% on weekend group rides.

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50% OFF WEEKEND RIDES

OCFLEX.COM
Weekend Promo. Unlimited Trips all day!
Ride OC Flex as a group and save

Like Comment Share

B2B Campaign

- Educates and encourages businesses to offer OC Flex to their customers
 - Hotels
 - Dealerships
 - Medical complexes
 - Senior centers

SERVING PARTS OF
ALISO VIEJO
LAGUNA HIGUEL
MISSION VIEJO

WHEN YOUR GUESTS NEED A RIDE, COUNT ON OC FLEX.

On demand. Unlimited local rides.
\$4.50 per day with the
OC Flex Mobile App.

OC FLEX | OCTA

OCflex.com


GO MOBILE AND SAVE
Day Pass is only \$4.50 with mobile app!




OC Flex
Sponsored

Now there's an alternative to expensive rental and loaner cars. OC Flex, a curb to curb shuttle service, comes on demand and costs less than \$5 per day for unlimited rides. Your guests can ride to and from your hotel for less than the price of a latte.

ROCK CUSTOMER SERVICE



OCFLEX.COM
Help your guests get around with OC Flex!
On demand. Unlimited local rides.

Like Comment Share

INTRODUCING A CUSTOMER SERVICE GAMECHANGER

Now there's an alternative to expensive rental and loaner cars. OC Flex, a curb to curb shuttle service, comes on demand and costs less than \$5 per day for unlimited rides. Your guests can ride to and from your hotel for less than the price of a latte.

With OC Flex, you can add a needed customer service option without spending a dime.

Operated by OCTA, OC Flex serves two zones in Orange County as part of a pilot program.

MOBILE APP SAVINGS

With the OC Flex Mobile App, a day pass is \$4.50. Onboard day passes are \$5 each. Both offer unlimited daily local rides.

Transfers are free to and from OC Bus with an regular full-day pass and to and from Metrolink and Amtrak with a valid Metrolink and Amtrak pass.

Share OC Flex with your customers today!

SCHEDULING A TRIP

WITH APP
Download the OC Flex Mobile App and start riding!

BY PHONE
1-877-OC FLEX (6326)
1-714-820-2662 / 714/711-1111

OC FLEX ZONE



SERVICE HOURS

Monday-Thursday
6 am to 9 pm

Friday
6 am to 11 pm

Saturday
9 am to 11 pm

Sunday
9 am to 9 pm

OC FLEX
OCTA.COM

National Bike to Work Month

RIDESHARE



Pledge AND LEARN MORE
octa.net/bikemonth

PLEDGE FOR A CHANCE TO WIN!
 Biking can be a healthy and safe alternative to driving to work, plus you can pair biking with other commute modes for longer trips. Pledge to bike to work at least once during May and you'll be entered for a chance to win a new bike!



bike + oc bus
 Finding parking is irrelevant now



bike
 Have a commute that's faster than a cheetah



bike + carpool/ vanpool
 Combine biking with carpooling and vanpooling - just imagine all the possibilities



bike + metrolink
 Don't put all your eggs in one basket - share your commute



By pledging you will be entered for a chance to win a Trek FX 2; estimated value \$539.99. No purchase necessary. For official rules visit octa.net/bikemonth



MAY 2019

Bike Rally



MAY 16TH
 7:30am-9:00am
 Orange Metrolink Station

RSVP AND LEARN MORE
octa.net/bikemonth



PULL

Each vanpool takes an average of over 5 cars off the road per day which results in reduces your company carbon footprint by

750,000
POUNDS PER YEAR

PULL

Good for You.
Good for
Employees. Good
for Planet Earth.

1 VANPOOL
 **=** **REMOVES 12,500 POUNDS OF CO2**
from the atmosphere

A VANPOOL PROGRAM

Green initiatives and sustainability are important to many companies these days as we all try to be better citizens of the earth and a vanpool program can align perfectly with that philosophy. Each vanpool removes 12,500 pounds of CO2 from the atmosphere monthly and with a program that has five vanpools, your company could reach **750,000 pounds of CO2 reduced a year.**

In addition to being green, vanpools help your employees save money, time and stress on their commute. The implementation process is also **free** and **no-risk** for the company and month-to-month for participants.

What Is a Vanpool?

A Super Carpool Partially Paid for by OCTA and Operated by Enterprise

All we need is a group of five employees with common schedules who live near each other 15+ miles from your worksite to get one going. The vehicles are typically SUV's or crossovers (not the hideous shuttle vans of yesteryear) and usually cost employees less than the cost of gas monthly while alleviating the burdens of a lengthy commute on their personal vehicle.



OCVANPOOL

enterprise

Over 100 companies participate in the program and some companies have had vanpools for over 30 years.

Let's set up a meeting to discuss more.

Kristopher Hewkin
714-560-5331
khewkin@octa.net



*Assuming a 300 employee company with an industry average turnover rate of 20% loses 60 employees a year with 41% quitting due to a lengthy commute or 24.6 people at a rate of \$4,000 each to replace them. Data derived from Society for Human Resource Management (SHRM) and Paychex.

Orange County Fair Express 2019

- Direct Service to OC Fair from 9 locations
 - Fullerton
 - Anaheim (ARTIC)
 - Anaheim Canyon
 - Huntington Beach
 - Irvine
 - Laguna Hills
 - Laguna Niguel/
Mission Viejo
 - Orange
 - Santa Ana

OCFAIREXPRESS.COM



GIDDYUP!

DIRECT SERVICE TO THE OC FAIR

SAT & SUN | \$2 EACH WAY \$4 ADMISSION



STARTING JULY 19TH

OCFAIR
ocfair.com

OCBUS

OCFAIREXPRESS.COM



WOO-HOO!

DIRECT SERVICE TO THE OC FAIR

SAT & SUN | \$2 EACH WAY \$4 ADMISSION



STARTING JULY 19TH

OCFAIR
ocfair.com

OCBUS

