



REVISED AGENDA

Legislative and Communications Committee Meeting

Committee Members

Lisa A. Bartlett, Chairwoman
Gene Hernandez, Vice Chairman
Barbara Delgleize
Michael Hennessey
Mark A. Murphy
Harry S. Sidhu
Donald P. Wagner

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Thursday, April 15, 2021 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 Orange County Transportation Authority (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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the OCTA Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



REVISED AGENDA

Legislative and Communications Committee Meeting

Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Murphy

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 (Items 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 Committee meeting of March 18, 2021.



- 4. Amendment to Agreement for Public Outreach Services for the OC Streetcar Project**
Christina Byrne/Maggie McJilton

Overview

On April 24, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with Katz & Associates, Inc., to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project for a four-year initial term with one, one-year option term. Board of Directors' approval is requested to exercise the option term effective June 1, 2021 through May 31, 2022.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz & Associates, Inc., to exercise the one-year option term for continued public outreach services in the amount of \$465,634. This will increase the maximum obligation of the agreement to a total contract value of \$1,790,102.

Regular Calendar

- 5. Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5**
Calina North/Maggie McJilton

Overview

On April 27, 2020, the Board of Directors approved the release of a request for proposals for public outreach consulting services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Costin Public Outreach Group, as the firm to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.



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Legislative and Communications Committee Meeting

5. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990 for a five-year initial term, effective through September 30, 2025, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

6. Agreement for Customer Information Center Services

Ryan Maloney/Maggie McJilton

Overview

On December 14, 2020, the Board of Directors approved the release of a request for proposals for the operation of the Customer Information Center. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year option terms.



7. State Legislative Status Report

Alexis Leicht/Lance M. Larson

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new pilot program for a road usage charge to evaluate actual revenue collection. An update is provided on legislation the Orange County Transportation Authority has supported regarding interoperability of toll operators. Staff has continued to monitor the progress of the High-Speed Rail Project in California and an overview is given regarding its Revised 2020 Business Plan. Finally, an overview is provided on the California Air Resources Board draft regulation to transition all locomotives in California to zero emission.

Recommendation

Adopt a SUPPORT position on SB 339 (Wiener, D-San Francisco), which would extend the operation of the Road User Charge Technical Advisory Committee and create a pilot program to test the collection of revenue for a road charge program.

8. Federal Legislative Status Report

Dustin J. Sifford/Lance M. Larson

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An overview of the President's infrastructure plan is provided, as is an update on efforts in Congress to potentially bring back funding earmarks for specific projects. In addition, several transportation-related hearings are summarized on various policy issues to give a high-level overview of the policy environment in the early days of the new Administration and the 117th Congress.

Recommendation

Receive and file as an information item.



REVISED AGENDA

Legislative and Communications Committee Meeting

Discussion Items

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, May 20, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



Committee Members Present

Via Teleconference

Lisa A. Bartlett, Chairwoman
Gene Hernandez, Vice Chairman
Barbara Delgleize
Michael Hennessey
Mark A. Murphy
Harry Sidhu
Donald P. Wagner

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Interim Deputy Clerk of the Board
Sahara Meisenheimer, Deputy Clerk of the Board

Via Teleconference

Darrell E. Johnson, Chief Executive Officer
James Donich, General Counsel

Committee Members Absent

None

Call to Order

The March 18, 2021 regular meeting of the Legislative and Communications (L&C) Committee was called to order by Committee Chairwoman Bartlett at 9:03 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced there was a quorum of the L&C Committee.

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, State Legislative Advocate, reported on the following:

- March through May is the busiest time in terms of bills and the budget.
- The Governor and Legislature continue to work on early action items such as: eviction moratorium, Golden State Stimulus package/small business relief, and Family and Medical Leave Act.
- Next step will be handling any necessary legislation to implement the newest federal stimulus bill that just passed.
- Overview of the following:
 - SB 261 (Allen, D-Santa Monica)
 - Expanding relief for transit agencies due to the impacts of the coronavirus.



2. (Continued)

- Changes in the Legislature which include:
 - Vacancies in the State Assembly and Senate
 - An appointment from the Governor for State Attorney General.

A discussion ensued regarding AB 339 (Lee, D-Milpitas) and SB 274 (Wieckowski, D-San Francisco). Darrell E. Johnson, Chief Executive Officer (CEO), commented that the bills have been on the Orange County Transportation Authority's (OCTA) watch list and, if a position was desired, it could go to the Executive Committee in April.

Director Wagner commented that he would like to recommend amending staff recommendations under Item 4, to recommend that the Board of Directors take an oppose position on AB 339 and SB 274. James Donich, General Counsel, commented that the path Director Wagner is considering is fully compliant and up to the Board of Directors' discretion.

Consent Calendar (Item 3)

3. Approval of Minutes

A motion was made by Director Hennessey, seconded by Committee Vice Chairman Hernandez, and following a roll call vote, declared passed 7-0, to approve the minutes of the Legislative and Communications Committee meeting of February 18, 2021.

Regular Calendar

4. State Legislative Status Report

Kristin Jacinto, Manager of State and Federal Relations, reported on the following:

- Overview of AB 1499 (Daly, D-Anaheim), which would extend design-build authority for highway projects indefinitely. OCTA originally sponsored a similar bill related to the Interstate 405 Improvement Project.
- Overview of SB 261, which would revise the SB 375 (Chapter 728, Statutes of 2008) process, extend it out beyond year 2035, and include further emission reduction requirements.
- OCTA has been seeking to have transit workers integrated into the state vaccine guidelines and was announced by the Governor that transit was included as a priority effective Monday, March 15, 2021.

4. (Continued)

Director Wagner commented that he supports staff recommendations, and as discussed earlier under Agenda Item 2, he would like to propose an additional recommendation to staff recommendations presented today and include an oppose unless amended position on AB 339 and SB 274.

A motion was made by Director Wagner, seconded by Director Murphy, and following a roll call vote, declared passed 7-0, to:

- A. Adopt a SUPPORT position on AB 1499 (Daly, D-Anaheim), which would remove the sunset date on existing design build authority for highway projects.
- B. Adopt an OPPOSE UNLESS AMENDED position on SB 261 (Allen, D-Santa Monica), which would require metropolitan planning organizations to meet vehicle miles traveled reduction targets as part of the regional transportation plan.
- C. Adopt an OPPOSE UNLESS AMENDED position on AB 339 (Lee, D-Milpitas), and SB 274 (Wieckowski, D-Fremont), which would revise the Ralph M. Brown Act requirements for local agencies.

5. Federal Legislative Status Report

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

- Federal Stimulus Package signed into law:
 - \$30.5 million is included for transit funding to respond to the coronavirus pandemic, with approximately \$26 billion would flow through most reliable federal transit formula program.
 - \$1.675 billion in supplemental funding for Capital Investments Grants. OCTA is expected to receive approximately \$9.4 million to be allocated to the OC Streetcar project.
 - Due to procedural rules, certain policies, like paid leave, were not included.
- Congress will continue to work on surface transportation reauthorization, with the current legislation expiring at the end of the federal fiscal year.

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



6. Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

This item was deferred to the next regularly scheduled meeting of the L&C Committee on April 15, 2021.

Discussion Items

7. Chief Executive Officer's Report

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

- Public transit workers in California are eligible for the coronavirus vaccine beginning Monday, March 15, 2021.
- OCTA is seeking applicants for the Taxpayers Oversight Committee. The recruitment is done by the Orange County Grand Jury and applications are due May 2, 2021.
- Today is Transit Driver Appreciation Day and all employees, including Board Members, were sent a postcard and face covering in appreciation of their hard work over the past year.

8. Committee Members' Reports

There were no Committee Members' reports.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 9:42 a.m.

The next regularly scheduled meeting on this Committee will be held at **9:00 a.m. on Thursday, April 15, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Lisa A. Bartlett
Chairwoman

Allison Cheshire
Interim Deputy Clerk of the Board



April 15, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Public Outreach Services for the OC Streetcar Project

Overview

On April 24, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with Katz & Associates, Inc., to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project for a four-year initial term with one, one-year option term. Board of Directors' approval is requested to exercise the option term effective June 1, 2021 through May 31, 2022.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz & Associates, Inc., to exercise the one-year option term for continued public outreach services in the amount of \$465,634. This will increase the maximum obligation of the agreement to a total contract value of \$1,790,102.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar system running between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project line involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, bridges, and a maintenance and storage facility (MSF).

In 2017, OCTA entered into a contract with Katz & Associates, Inc. (Katz) to develop and implement a public communications and community outreach plan for the Project through the pre-construction and construction phases. Katz has successfully implemented the public awareness program for the Project. Tasks have included stakeholder ascertainment, constituent correspondence, social media, digital communications, construction safety messaging, coordinating in-person/virtual presentations and meetings, pop-up events, developing and distributing multilingual collateral, attending construction meetings, and helping establish OCTA as a reliable and accurate source of Project-related information. Katz has also established positive working relationships with key community stakeholders and members of the Project team, including OCTA Public Outreach, the cities of Santa Ana and Garden Grove, the construction management firm, and the contractor.

Discussion

This is the first modern streetcar to be constructed in Orange County. The nature of OCS outreach is complex and specialized because of the diversity of the project corridor, the proximity to downtown businesses and neighborhoods as well as the current challenges associated with the coronavirus. The multifaceted program serves a comprehensive set of stakeholders, including businesses, residents, student populations, and diverse and disadvantaged communities, and encourages meaningful involvement of all people regardless of ethnicity or socioeconomic background.

Due to delays associated with the start of construction, as well as a significant number of Project challenges such as the number and nature of utility conflicts, contaminated and hazardous soil, and unforeseen conditions that have extended the construction duration, a contract amendment is needed to exercise the option term for an additional 12 months to continue existing successful communications with the motorists, residents, businesses, and surrounding communities. Additionally, late notice construction schedule changes require the outreach team to frequently duplicate noticing efforts via additional canvassing, digital communications and phone calls, incurring added cost.

Exercising the option term will allow Katz to continue providing outreach support for upcoming Project activities including completing track installation, station platform construction, electrification of OCS, vehicle delivery and system testing,

and civil work. Ongoing outreach needs include developing weekly electronic newsletters and social media calendars, developing and canvassing multilingual construction flyers, updating the interactive project map, attending weekly construction meetings, responding to inquiries from the public, translating collateral, and in-person/virtual meeting and event planning.

To maintain Project progression while the cost and schedule is confirmed by the Federal Transit Administration (FTA), supplemental contingency funding was approved by the Board of Directors (Board) on March 22, 2021. Professional services, including an extended performance period for public outreach services, was included in this funding.

Upon completion of FTA's review, staff will return to the Board for a recommendation on the overall Project cost to complete and schedule. Staff will also return to the Board in late 2021 to procure a new public outreach contract for the remainder of the Project.

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved procedures for professional services that conform to both federal and state laws. The original agreement was awarded on a competitive basis and includes a four-year initial term for \$1,151,712 and one, one-year option term. The initial term of the agreement expires on May 31, 2021 and was amended as shown in Attachment A.

The proposed Amendment No. 7 is to exercise the option term of the agreement through May 31, 2022. The budget for this amendment is \$465,634, based on the firm's hourly rates and current usage for public outreach services, bringing the total contract value to \$1,790,102. An annual hourly rate escalation was negotiated in the original contract. However, staff from the Contracts Administration and Materials Management Department was able to negotiate with Katz to hold its initial term rates for the option term resulting in an approximate cost savings of \$12,290. Exercising the option term will allow Katz to continue providing public outreach and communications support for the Project through May 31, 2022.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, External Affairs, Account No. 0017-7519-TS010-Z84.

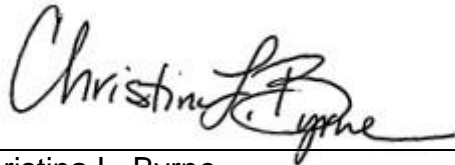
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 with Katz & Associates, Inc., to exercise the one-year option term, in the amount of \$465,634, for a total contract value of \$1,790,102, for continued public outreach services for the OC Streetcar project.

Attachment

- A. Katz & Associates, Inc., Agreement No. C-6-1526, Fact Sheet

Prepared by:



Christina L. Byrne
Public Outreach, Department Manager,
External Affairs
(714) 560-5717

Approved by:



Maggie McJilton
Interim Executive Director,
External Affairs
(714) 560-5824



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

**Katz & Associates, Inc.
Agreement No. C-6-1526
Fact Sheet**

1. April 24, 2017, Agreement No. C-6-1526, \$1,151,712, approved by the Board of Directors (Board).
 - Agreement to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project.
 - Initial term effective May 23, 2017 through May 31, 2021, with one, one-year option term.
2. April 13, 2018, Amendment No. 1, Agreement No. C-6-1526, \$0, approved by Contracts Administration and Materials Management (CAMM).
 - Revised key personnel and added subcontractors.
3. May 1, 2018, Amendment No. 2, Agreement No. C-6-1526, \$0, approved by CAMM.
 - Revised key personnel and point of contact, as well as added subcontractor.
4. January 21, 2019, Amendment No. 3, Agreement No. C-6-1526, \$0, approved by CAMM.
 - Revised key personnel and replaced subcontractor.
5. November 7, 2019, Amendment No. 4, Agreement No. C-6-1526, \$0, approved by CAMM.
 - Revised key personnel and price summary sheet.
6. December 15, 2020, Amendment No. 5, Agreement No. C-6-1526, \$172,756, approved by CAMM.
 - Increased contract amount to continue public outreach efforts.
7. March 22, 2021, Amendment No. 6, Agreement No. C-6-1526, \$0, approved by CAMM.
 - Added subcontractor.

8. April 26, 2021, Amendment No. 7, Agreement No. C-6-1526, \$465,634, pending approval by Board.
 - Exercise the option term of the agreement effective June 1, 2021 through May 31, 2022.

Total committed to Katz & Associates, Inc., under Agreement No. C-6-1526: \$1,790,102.



April 15, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5

Overview

On April 27, 2020, the Board of Directors approved the release of a request for proposals for public outreach consulting services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Costin Public Outreach Group, as the firm to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990 for a five-year initial term, effective through September 30, 2025, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is improving State Route 55 (SR-55) between Interstate 405 (I-405) and Interstate 5 (I-5). The \$474 million SR-55 Improvement Project (Project) is adding one regular lane and one

high-occupancy vehicle lane in each direction, as well as auxiliary lanes between several interchanges. SR-55 is the major freeway route connecting Orange County to Riverside and San Bernardino counties. The corridor is also a major route for accessing key business centers, John Wayne Airport, and the beach cities. The four-mile Project includes improvements at five under- and over-crossings, constructing retaining walls and soundwalls, reconfiguring on- and off-ramps, and reconstructing a channel. The Project recently completed final design. Right-of-way (ROW) is anticipated to be certified in mid-2021 and the Project advertised for construction in winter 2021. Construction is scheduled to begin in mid-2022.

Consultant services are needed to develop and execute public communications and outreach support during the pre-construction and construction phases. More than 15,000 residential and commercial parcels are located within a half-mile of the Project area. Extensive outreach efforts are needed to communicate major activities to residents, business owners, and motorists, as well as key stakeholders such as local agencies and trucking and tourism industries. Activities include long- and short-term freeway, ramp, and local street closures, demolition and reconstruction work, and wall construction.

These consultant services will aid OCTA and Caltrans with the development and delivery of day-to-day communications and share public information messages that help the public understand temporary construction impacts as well as the value and benefits of investments in Orange County's transportation network. The selected consultant will implement a comprehensive SR-55 public outreach program using traditional methods and leveraging innovative tools to generate public awareness of the project, identify key issues, build upon stakeholder ascertainment, and ensure the community is aware of the activities that will affect them.

The consultant will use various outreach tools and methods to reach businesses, residents, and those beyond the project area. These include virtual and in-person meetings with stakeholders, email newsletters, neighborhood meetings, an interactive closures and detours map, text alerts, and a Project website and hotline. In addition, the consultant will build on the Project's social media presence. The consultant will build relationships with diverse and disadvantaged communities and develop strategies to eliminate or address communication obstacles such as language barriers and access to the internet. The consultant also will develop a variety of print and digital collateral and video graphics that will feature strong visual storytelling. Special event planning and execution of a groundbreaking ceremony, milestone celebrations, and a dedication event will be included in the communications plan.

Procurement Approach

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

On April 27, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2104, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on April 27 and May 4, 2020. A pre-proposal conference took place on May 5, 2020 with 12 attendees representing eight firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as respond to written questions related to the RFP.

On May 27, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Public Outreach, Capital Programs departments, as well as external evaluators from the City of Santa Ana and Caltrans met to review the proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 30 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the consulting firm had to demonstrate direct public outreach experience on complex transportation projects during the construction phase. Staffing and project organization was weighted at 30 percent as the proposing firm had to present an experienced team with a blend of senior and junior level staff having adequate availability, as well as experience performing outreach services on large construction projects. Work plan was also weighted at 30 percent as the plan had to consider the unique needs of a corridor primarily composed of commercial and industrial businesses that also serves motorists commuting from the Inland Empire to

Orange County as well as recreational trips. Additionally, the project team had to demonstrate an understanding of the project scope and challenges and level of effort required. Cost and price was weighted at 20 percent to ensure the outreach program is delivered efficiently and that OCTA receives value for the services provided.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale. The RFP required proposing firms to submit a separate price proposal in a sealed package. In order to focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, as well as work plan, which represented a maximum of 80 points of the total proposal score. Once the technical scores of the short-listed firms were determined, the sealed price proposals were then opened. The pricing score represented a maximum of 20 points of the total proposal score.

On June 11, 2020, the evaluation committee reviewed the proposals based only on the technical evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

Firm and Location

Costin Public Outreach Group (CPOG)
Corona, California

McCormick-Busse, Inc. doing business as MBI Media (MBI)
Covina, California

Westbound Communications, Inc. (Westbound)
Orange, California

The interviews took place virtually on June 17, 2020 and consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each teams' qualifications and respond to the evaluation committee's questions. Questions were related to the level of effort required for this Project, managing time and resource commitments, potential challenges, and handling crisis communications. In addition, each team was asked specific clarification questions related to its proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, CPOG remained the highest-ranked firm with the highest overall score.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, the evaluation committee recommends CPOG for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

CPOG was founded in 2013 and has offices in the cities of Corona and Huntington Beach. The firm has six employees. CPOG demonstrated experience leading the development and implementation of public outreach programs for freeway projects during the construction phase, which include the San Bernardino Express Lanes Project and State Route 210 Lane Addition and Base Line Interchange Project for the San Bernardino County Transportation Authority, as well as the District 7 I-5 On-Call Public Awareness Campaign for Caltrans. One of the proposed subcontractors, Hill International, Inc., is the prime contractor that provided public outreach services for OCTA on the I-5 Central County Improvement Project during the final design and the construction phases. CPOG proposed additional subcontractors to provide diverse community outreach, video and photography, social media support, and translation support services.

MBI was founded in 1989 and has 23 employees. The firm is headquartered in the City of Covina. The firm has experience providing public outreach for complex freeway projects, such as the I-405 Improvement Project and the SR-55 between I-5 and State Route 91 (SR-91) Improvement Project for OCTA, the SR-91 Corridor Improvement Project for the Riverside County Transportation Commission (RCTC), and the US 101 Improvement Project for Ventura County Transportation Commission. Although MBI has worked on similar construction projects, the firm has primarily served in a subcontractor capacity. The projects in which MBI performed as the prime consultant were during the environmental phase. One of their proposed subcontractors, Kleinfelder Construction Services, Inc. (Kleinfelder), is the prime contractor currently providing public outreach services for the I-405 Improvement Project.

Westbound was founded in 2003 and is headquartered in the City of Orange with offices in the cities of Long Beach and Riverside. The firm has 17 employees. Westbound demonstrated experience in leading public outreach programs for

various capital improvement projects during the construction phase, which include the Gerald Desmond Bridge Replacement Project for the Port of Long Beach, State Route 57 Northbound Widening Project for OCTA, and the 91 Steer Clear Project for RCTC. The firm also served as the public outreach lead for the contractor team for RCTC's SR-91 Corridor Improvement Project. Westbound proposed several subcontractors to provide additional support related to graphic design, videography, photography, printing, research, and website and mobile application development.

Staffing and Project Organization

CPOG proposed a project team with extensive experience. The proposed project manager is the firm's founder and has 26 years of public outreach and stakeholder engagement experience. CPOG proposed four community liaisons with experience providing public outreach during the construction phase, as well as familiarity with the project corridor and stakeholders. The proposed dedicated community liaison has 12 years of experience. The dedicated community liaison has worked on multiple OCTA freeway projects in various phases, including participating in design meetings for this corridor and planning for a Public Hearing for the neighboring SR-55 segment between I-5 and SR-91. Additionally, the proposed lead community liaison will bring another level of understanding and knowledge of the area from her recent experience working on the I-5 Central County Improvements Project at the northern end of the project limits. CPOG's project team includes four bilingual Latino and Asian community liaisons with freeway construction experience to engage underserved and traditionally hard-to-reach populations. The proposed subcontractor, Lazar, is also available to provide additional translation and interpretation support, if needed.

The project team is proposed with ample availability for the Project. During the interview, the project team members discussed their roles and approach for developing and implementing the public outreach program. The project team's presentation and responses to the evaluation committee's questions demonstrated their understanding of the project corridor and stakeholders, as well as the activities and challenges specific to the Project, such as ROW and temporary construction easements (TCE).

MBI proposed a project team with relevant experience. The proposed project manager has 18 years of project management experience and has been with the firm for almost 20 years. The firm proposed three community liaisons for this effort. One of the proposed community liaisons is from Kleinfelder and is currently serving as the project manager on the I-405 Improvement Project,

which demonstrates the individual's experience providing public outreach for a complex construction project. However, the other two community liaisons proposed have limited experience leading public outreach efforts during the construction phase. The project team is proposed with sufficient availability for this effort. During the interview, the project team presented its approach, as well as responded to the evaluation committee's questions, which demonstrated a general knowledge of the project area and stakeholders.

Westbound proposed a knowledgeable and experienced project team. The proposed project manager has more than 25 years of public relations and communications experience and has been with the firm for four years. The firm proposed three community liaisons with each assigned to provide outreach to specific stakeholder groups rather than all three proposed to support outreach efforts for any given group or task. The community liaison for the Hispanic market has more than 20 years of experience providing public outreach services for several freeway construction projects and has been with the firm for 14 years. The other two proposed community liaisons have limited freeway construction outreach experience. During the interview, the project team discussed their roles and approach to leading the public outreach program. The team's presentation and responses to the evaluation committee's questions demonstrated their understanding of the diverse communities along the corridor and the importance of strategically communicating with those stakeholders. However, the project team's availability was not specified in the proposal nor was it clarified after being asked by the evaluation committee during the interview.

Work Plan

CPOG presented a comprehensive work plan that addressed all the elements of the scope of work. The firm detailed its approach for the public outreach program, which includes expanding the project database through stakeholder ascertainties, refreshing the project branding, developing messages that convey the Project's benefits, planning and coordinating community meetings, posting electronic construction notices, and establishing a project helpline. CPOG demonstrated an understanding of the project area and the key stakeholders affected by the Project.

In addition, the firm discussed its approach to engaging with diverse communities along the project corridor. The firm has a "boots-on-the-ground" approach to reach diverse communities including, but not limited to seniors, low-income, and monolingual populations. CPOG recognizes that with Latino ethnicity percentages of more than 80 percent in Santa Ana and 40 percent in Tustin, their approach to deliver project information must be sensitive to their

communications and cultural needs. The firm indicated the importance of an overall communications program that shares information in the language spoken, in a correct and respectful manner and in compliance with Title VI requirements.

The firm demonstrated an understanding of the impacts of ROW, TCEs, as well as pre- and post-construction surveys, and discussed how it will provide related public outreach support. CPOG identified potential issues and proposed solutions, such as coordinating temporary lodging for impacted stakeholders, providing advanced notification of freeway closures, and implementing safety message boards and signages. The firm also proposed enhancements, such as providing utility relocation outreach, developing a construction safety awareness program, and virtual events.

MBI addressed each element of the scope of work in its work plan, such as conducting stakeholder ascertainties, developing a comprehensive public outreach plan, enhancing the Project's identity and branding, developing collateral materials, implementing an interactive map, and updating the project website. Although the firm discussed its approach and understanding of the key stakeholders, the firm did not elaborate on how it will communicate and provide outreach to businesses and residents directly impacted by ROW acquisitions and TCEs. MBI discussed how it will mitigate potential issues, such as developing communication specifically to stakeholders directly impacted by the construction activities, including residents living close to the project corridor, first responders, and schools. As an enhancement, the firm proposed to leverage digital and virtual strategies by using digital platforms, such as Microsoft Teams and Zoom, to conduct public meetings and respond to public inquiries.

Westbound demonstrated a clear understanding of the scope of work in its work plan. The firm discussed its approach and elaborated on its outreach strategies, such as developing a message that connects constituents and stakeholders, leverage existing relationships to engage the impacted communities, providing on-call availability at all times, using visuals to communicate the need and benefits of the Project, and utilizing digital outreach tools. Westbound detailed how it will complete various outreach activities by providing examples and identifying related deliverables. Westbound demonstrated an understanding of the project area and key stakeholders in its discussion of creating project advocates, coordinating community meetings, outreach to local businesses and apartment complexes along the corridor. The firm did not specify any special issues or problems anticipated for this Project. The firm proposed various enhancements, such as a text message system for updates, live camera feed to

show real-time progress, in-person construction tours, and interactive architectural visualization.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate and scored the other proposals' weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although MBI proposed the lowest weighted average hourly rate, CPOG ranked second lowest in pricing and the firm's proposed hourly rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of CPOG as the top-ranked firm to provide public outreach consulting services for the SR-55 Improvement Project between I-405 and I-5. CPOG delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The SR-55 Improvement Project between I-405 and I-5 was approved in OCTA's Fiscal Year 2020-21 Budget, External Affairs, Account No. 0017-7519-FF101-TYP. The Project is funded by a combination of federal, state, and local Measure M2 funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990, for a five-year initial term, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Attachments

- A. Review of Proposals, RFP 0-2104 Public Outreach for State Route 55 Improvement Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2104 Public Outreach for State Route 55 Improvement Project
- C. Contract History for the Past Two Years, RFP 0-2104 Public Outreach for State Route 55 Improvement Project

Prepared by:



Calina North
Community Relations Specialist,
Principal
External Affairs
(714) 560-5749

Approved by:



Maggie McJilton
Interim Executive Director,
External Affairs
(714) 560-5824



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

Review of Proposals
RFP 0-2104 Public Outreach for State Route 55 Improvement Project
 Presented to Legislative and Communications Committee - March 18, 2021
6 firms proposed, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	87	Costin Public Outreach Group Corona, California	AJ Design Become Intertwined Hill International, Inc. Lazar Translating & Interpreting The Sierra Group	Highest-ranked firm overall. Experience providing public outreach for complex construction projects. Proposed a subcontractor currently leading the outreach efforts for the Interstate 5 Central County Improvement Project. Proposed project team has extensive, relevant experience. Proposed project manager has 26 years of experience. Proposed four community liaisons with relevant experience and knowledge of the project corridor. Proposed dedicated community liaison has 12 years of experience. Detailed approach for developing and implementing public outreach program. Demonstrated an understanding of the project corridor and key stakeholders. Discussed specific activities related to the Project, such as right-of-way, temporary construction easements, and utility relocation. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$128
2	79	McCormick-Busse, Inc. dba MBI Media Covina, California	Kleinfelder Construction Services AJ Design	Experience providing public outreach support for freeway construction projects as a subcontractor. Proposed a subcontractor currently leading the outreach efforts for the Interstate 405 (I-405) Improvement Project. Proposed project team has limited freeway construction experience. Proposed project manager has 18 years of experience. One of the proposed community liaisons is the project manager for the I-405 Improvement Project. Discussed approach and addressed all elements of the scope of work. Demonstrated a general knowledge of the project corridor and stakeholders. Presented approach and answered questions during the interview. Received positive responses from references. Proposed lowest weighted average hourly rate.	\$110
2	79	Westbound Communications, Inc. Orange, California	Geographics Media 360 Alcorn Photography Sir Speedy Printing Public Values Rief Media	Experience leading public outreach programs for complex construction projects, including several freeway construction projects. Proposed a knowledgeable and experienced project team. Proposed project manager has 25 years of experience. Proposed three community liaisons assigned to specific stakeholder groups. Proposed community liaison for Hispanic market has 20 years of construction-related outreach experience. Detailed approach and strategies for developing and implementing outreach program. Demonstrated an understanding of the project corridor and key stakeholders. Emphasized the importance of strategic communications with diverse communities. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$152

Evaluation Panel:

Internal:
 Contracts Administration and Materials Management (1)
 Public Outreach (2)
 Capital Programs (1)
 External:
 City of Santa Ana (1)
 California Department of Transportation (1)

Proposal Criteria

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan
 Cost and Price

Weight Factors

20%
 30%
 30%
 20%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2104 Public Outreach for State Route 55 Improvement Project

Costin Public Outreach Group							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	5.0	4	18.3
Staffing/Project Organization	4.5	4.5	4.5	4.0	4.0	4.0	6	25.5
Work Plan	4.5	4.5	4.5	4.0	4.5	4.0	6	26.0
Cost and Price	4.3	4.3	4.3	4.3	4.3	4.3	4	17.2
Overall Score	89.2	89.2	89.2	83.2	86.2	85.2		87

McCormick-Busse, Inc. dba MBI Media							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.5	3.5	3.5	4.0	4.0	4	14.7
Staffing/Project Organization	4.0	3.5	3.5	4.0	3.5	4.0	6	22.5
Work Plan	4.0	4.0	3.5	3.5	3.5	3.5	6	22.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	82.0	79.0	76.0	79.0	78.0	81.0		79

Westbound Communications, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	4.0	4	17.3
Staffing/Project Organization	4.0	3.5	4.0	3.5	4.0	4.0	6	23.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	3.6	3.6	3.6	3.6	3.6	3.6	4	14.4
Overall Score	78.4	77.4	80.4	77.4	80.4	78.4		79

Range of score for non-short-listed firms was 34 to 51.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2104 Public Outreach for State Route 55 Improvement Project

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Costin Public Outreach Group Contract Type: Subconsultants: N/A	None	N/A	N/A	N/A	\$	-
Sub Total \$						-
McCormick-Busse, Inc. dba MBI Media						
Contract Type: Time-and-Expense Subconsultants: N/A	C-9-1052	Public Outreach for South Orange County Multimodal Transportation Plan Study	August 12, 2019	June 30, 2021	N/A	\$ 199,694
Sub Total \$						199,694
Westbound Communications, Inc.						
Contract Type: Time-and-Expense Subconsultants: Arellano Associates Lista Design Sir Speedy Printing The Walking Man	C-4-1829	Public Outreach for State Route 91 Improvement Project	December 17, 2014	June 30, 2019	N/A	\$ 199,620
Sub Total \$						199,620



April 15, 2021

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for Customer Information Center Services

Overview

On December 14, 2020, the Board of Directors approved the release of a request for proposals for the operation of the Customer Information Center. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year option terms.

Discussion

The Orange County Transportation Authority (OCTA) provides bus service information to the public through OCTA's website, various digital communications, the online and printed bus book, as well as the Customer Information Center (CIC).

OCTA has been outsourcing the services provided by the CIC since 1995. Currently, CIC services include assisting customers with trip itineraries and other transit information, processing pass sales orders, answering questions regarding the OCTA Reduced Fare Identification (RFID) program, and receiving and recording customer comments and complaints. In 2019, the CIC began answering calls made to the OCTA administrative offices and call routing, along with taking

lost and found inquiries. The CIC currently handles approximately 300,000 calls annually. Call volumes are dynamic and spike in conjunction with events such as service changes and fare adjustments.

The CIC utilizes automated telephone information system technology, which allows customers to select options for recorded information or speak with a representative in English or Spanish. The CIC also provides a language translation service to communicate information between a customer and the representative in any language needed and is also able to respond to customers who are hearing impaired. Currently, the CIC operates seven days a week, 365 days per year.

OCTA has established performance goals for call center operations to ensure customers receive high-quality service. The performance goals require that 80 percent of all calls be answered within two minutes and no more than one CIC-related complaint per 15,000 calls answered. Additionally, CIC staff members are required to ride the fixed-route bus system quarterly to maintain familiarity with the service.

In response to changing customer communication preferences, the new contract for the CIC operations includes additional customer communications channels, including social media. As an example, if a customer asks for information on Facebook or other social media channels about how to use transit services, CIC representatives would be able to directly respond on social media. An upgrade to OCTA's existing customer relations case/customer relationship management software, including integrated social media case management, is currently underway and expected to be completed by the start of the new CIC operations contract.

OCTA has experienced a continuing increase in the amount of social media customer activity, in both customer information inquiries and customer relations comments. Furthermore, feedback from other transit properties about communication channels indicates that the addition of social media and other channels such as Short Message Service (SMS) messages and online chat is beneficial in better serving customer needs and improving response speed and efficiency.

Procurement Approach

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

On December 14, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2698, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on December 14 and 21, 2020. A pre-proposal conference was held on December 21, 2020 with eight attendees representing five firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, respond to written questions, as well as to handle administrative issues related to the RFP.

On January 25, 2021, three proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Marketing and Customer Engagement, Paratransit Services, Financial Planning and Analysis, and Information Systems departments, as well as an external evaluator from Metrolink, met to review the proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 30 percent |
| • Staffing and Project Organization | 30 percent |
| • Work Plan | 20 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 30 percent as the firm had to demonstrate experience providing a range of similar call center services for an operation similar in size and nature. Staffing and project organization was weighted at 30 percent to ensure the firm proposed an experienced project team and demonstrated effective project organization to successfully manage the operation of OCTA's CIC. Work plan was weighted at 20 percent as the firm had to demonstrate its understanding of the project scope and explain how the call center will be managed to meet OCTA's customer service requirements. Cost and price was weighted at 20 percent to ensure that OCTA receives value for the services provided.

On February 10, 2021, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

AAMCOM, LLC (AAMCOM)
Redondo Beach, California

Alta Resources Corp. (Alta)
Brea, California

On February 17, 2021, the evaluation committee conducted interviews with both firms. The interview consisted of a presentation by each firm to demonstrate the firm's understanding of OCTA's requirements. The firms were also requested to provide photographs and/or videos of their facilities. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to experience with new customer communication channels, handling increases in call volume, training procedures, staff retention, and current work environment. In addition, each team was asked specific clarification questions related to its proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary scores and made adjustments to individual scores. However, Alta remained the higher-ranked firm with the higher overall score.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Alta for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Alta has been providing call center services since 1995 and has 4,000 employees across five call centers located throughout the United States and Asia. The firm's clients include Access Services, The Walt Disney Company, Johnson & Johnson, Metrolink, and OCTA. The firm has been operating OCTA's CIC since 2001. Alta proposed to continue operations from its 42,000 square foot facility in the City of Brea. The firm indicated that it has expanded operations at the facility to accommodate new and existing client growth. Additionally, Alta has expanded its services to meet clients' evolving needs, such as managing social media, online chat, email, and SMS.

AAMCOM was founded in the 1950s and is headquartered in a 3,000 square foot facility in the City of Redondo Beach with a second call center location in Baja, Mexico and a data center in the City of Santa Ana. The firm has over 50 employees. AAMCOM provides call center services to the Los Angeles County Service Authority for Freeway Emergencies, Los Angeles Department of

Transportation, San Bernardino County Transportation Authority, and Torrance Memorial Physicians Network Internists. Although the firm has experience providing customer information support, the firm demonstrated limited experience handling customer comments and complaints.

Staffing and Project Organization

Alta proposed the same project team currently providing CIC services, which will ensure uninterrupted operations of the CIC. The proposed project manager has been with the firm for 19 years and is committed to ensuring that the CIC team meets OCTA's requirements. The proposed dedicated team leader has been with Alta for seven years and will be responsible for the day-to-day scheduling and supervision of the CIC staff, as well as an escalation resource should the need arise. Although recruitment of an initial team is not required, Alta has resources and processes in place to hire and train additional staff as new communication channels are added. During the interview, the firm clarified that it provides refreshers and follow-up training to staff. The project team's presentation and detailed responses to the evaluation committee's questions further demonstrated the team's expertise and ability to continue operating the CIC.

AAMCOM proposed a project team with call center experience. The proposed project manager has 13 years of experience and has been with the firm for one year. The proposed team leader has over 25 years of experience and has been with the firm for over a year. The firm also proposed a transition team and described its recruitment procedures. During the interview, AAMCOM clarified it has staff available to provide CIC services if the firm is awarded the contract. AAMCOM detailed its training program, which includes 20 hours of classroom instruction. Although given the opportunity to elaborate and provide examples of the team's experience and understanding of the requirements, the project team provided general responses to the evaluation committee's questions.

Work Plan

Alta presented a comprehensive work plan that demonstrated an understanding of the scope of work requirements. In addition to continuing to provide current CIC services, the firm discussed its ability to manage multiple communication channels like social media, online chat, and SMS. The firm also indicated that it is capable of handling calls for the OC Streetcar once service begins. The scope of work included the addition of new communication channels, such as social media. During the interview, the firm described its experience managing customer inquiries and customer relations comments using social media for several clients. Alta has troubleshooting and resolution procedures in place, as well as a multi-disaster recovery plan. To demonstrate its response to an emergency like the coronavirus (COVID-19) pandemic, Alta implemented a hybrid work environment with the majority of staff working remotely with

protocols in place for staff coming into the office. Operations have remained consistent with very low absenteeism and turnover. Alta described its approach to meeting OCTA's requirement for completing regular test rides on the OC Bus service, contingent on the COVID-19 pandemic, to ensure familiarity with the Orange County area and OCTA service.

AAMCOM's proposal demonstrated a general understanding of the scope of work. The firm described its system capabilities, installation and testing procedures, as well as its transition plan to be operational by July 1, 2021. The firm described its emergency and disaster plan and troubleshooting procedures. The firm did not address new communication channels, handling calls for the OC Streetcar, and completing the required tests rides in its proposal. Clarification questions were asked in the interview regarding those areas; however, AAMCOM's responses did not provide assurance of the firm's experience and ability to successfully meet the requirements. In response to the COVID-19 pandemic, AAMCOM continued in-person operations with protocols in place, such as social distancing and face masks, until an outbreak in late November 2020. Since then, the firm has shifted to a hybrid work environment.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average monthly cost, and scored the other proposal's weighted average monthly cost based on its relation to the lowest weighted average monthly cost. The weighted average monthly cost is comprised of fixed monthly costs, as well as variable monthly costs per call volume for various activities including customer inquiries, customer relations calls, and social media responses.

Alta proposed the lowest weighted average monthly cost, which is less than what OCTA currently pays for the services. During the interview, Alta indicated that it was able to reduce costs by 17 percent while still maintaining the same level of service as a result of the updates to the scope of work, such as the addition of new communication channels and adjustments to the pricing structure, which includes both fixed and variable costs.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Alta as the top-ranked firm for operation of the CIC. Alta delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project will be included in OCTA's Fiscal Year 2021-22 Budget, pending budget approval, External Affairs, Marketing and Customer Engagement, Account No. 1837-7519-D4601-1E4. These budget items are funded by Orange County Transit District Fund.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 with Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year options, for operation of the Customer Information Center.

Attachments

- A. Review of Proposals, RFP 0-2698 Customer Information Center
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2698 Customer Information Center
- C. Contract History for the Past Two Years, RFP 0-2698 Customer Information Center

Prepared by:

Ryan Maloney
Section Manager, Customer
Engagement & Data Analytics
(714) 560-5893

Approved by:

Maggie McJilton
Interim Executive Director,
External Affairs
(714) 560-5824



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

Review of Proposals

RFP 0-2698 Customer Information Center

Presented to the Legislative and Communications Committee - April 15, 2021

3 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Monthly Cost
1	89	Alta Resources Corp. Brea, California	None	Currently operating the Customer Information Center. Demonstrated customer information and customer relations experience. Provides services to both public and private sector clients. Proposed same project team to continue services. Staff have long tenure at the firm. Demonstrated a clear understanding of the CIC requirements. Described approach to meeting the requirements. Provided detailed responses to the evaluation committee's questions. Received positive responses from references. Proposed lowest weighted average monthly cost.	\$82,790 Fixed Monthly Cost: \$27,848 Variable Monthly Cost: \$54,942
2	65	AAMCOM, LLC Redondo Beach, California	None	Limited customer relations experience. Did not demonstrate capability for handling OCTA's large call volumes. Proposed an experienced project team. Most of staff are relatively new to the firm. Demonstrated a general understanding of the scope of work. Described transition and implementation plan. Responses to the evaluation committee's questions lacked detail. Received positive responses from references. Proposed highest weighted average monthly cost.	\$122,584 Fixed Monthly Cost: \$61,329 Variable Monthly Cost: \$61,255

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Marketing and Customer Engagement (1)
Contracted Customer Services (1)
Financial Planning and Analysis (1)
Information Systems (1)

External:

Metrolink (1)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

30%
30%
20%
20%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2698 Customer Information Center

Alta Resources Corp.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	4.0	6	26.0
Staffing/Project Organization	4.5	4.5	4.0	4.5	4.5	4.5	6	26.5
Work Plan	4.0	4.5	4.5	4.0	4.0	4.0	4	16.7
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	87.0	92.0	89.0	90.0	90.0	87.0		89

AAMCOM, LLC							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.0	3.0	3.5	3.0	3.0	6	19.0
Staffing/Project Organization	3.0	3.5	3.0	3.0	3.5	3.5	6	19.5
Work Plan	3.5	3.5	3.0	3.5	3.0	3.0	4	13.0
Cost and Price	3.3	3.3	3.3	3.3	3.3	3.3	4	13.2
Overall Score	66.2	66.2	61.2	66.2	64.2	64.2		65

Score for non-short-listed-firm is 39.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2698 Customer Information Center

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Alta Resources Corp.						
Contract Type: Time and Expense	C-3-1895	Customer Information Center	April 1, 2014	June 30, 2021	N/A	\$ 8,242,674
Subconsultants: None						
Sub Total						\$ 8,242,674
AAMCOM, LLC						
Contract Type: NA	None	NA	NA	NA	NA	NA
Subconsultants: None						
Sub Total						\$ -



April 15, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new pilot program for a road usage charge to evaluate actual revenue collection. An update is provided on legislation the Orange County Transportation Authority has supported regarding interoperability of toll operators. Staff has continued to monitor the progress of the High-Speed Rail Project in California and an overview is given regarding its Revised 2020 Business Plan. Finally, an overview is provided on the California Air Resources Board draft regulation to transition all locomotives in California to zero emission.

Recommendation

Adopt a SUPPORT position on SB 339 (Wiener, D-San Francisco), which would extend the operation of the Road User Charge Technical Advisory Committee and create a pilot program to test the collection of revenue for a road charge program.

Discussion

SB 339 (Wiener): Vehicles: road usage charge pilot program.

SB 339 builds on prior legislative efforts to investigate alternatives to the gasoline tax for transportation funding. Previous legislation required the California Transportation Commission to establish the Road Usage Charge Technical Advisory Committee (RUC TAC), which was tasked with designing and implementing a pilot program to study the viability of a mileage-based revenue program for transportation purposes; however, it only simulated the revenue collection. SB 339 extends the RUC TAC responsibilities until January 1, 2027 and, at the recommendation of the first pilot program's next steps, directs the

RUC TAC to design a pilot program to test the actual revenue collection, with an implementation date of January 1, 2023. Specifically, this program is not planned to exceed either the participant's costs of operating the vehicle throughout the duration of the program or the California Transportation Commission's costs to administer the program. This legislation does not require any transition to a new transportation funding mechanism in California. However, the State has set ambitious goals for the transportation sector to transition to zero emission, which will significantly impact traditional sources of transportation funding. Furthermore, the development of such program at the federal level has been a policy supported by various members of Congress, including House Transportation and Infrastructure Ranking Member Sam Graves (R-MO). Therefore, it will be prudent to explore the viability of other funding options that will deliver sustainable revenue sources when fossil fuel consumption decreases.

A comprehensive analysis of SB 339, along with the text of the bill, is included as Attachment A. A SUPPORT position is consistent with the Orange County Transportation Authority's (OCTA) 2020-21 State Legislative Platform principle to "Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals."

SB 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Current state statute provides guidance for how toll facility operators, including OCTA, process toll violations and communicate information with other toll operators and customers. Many of these provisions were first enacted in 2010 with the passage of SB 1268 (Chapter 489, Statutes of 2010) and revised again in 2013 with the passage of AB 179 (Chapter 375, Statutes of 2013). Both bills were introduced to include protections to prevent the selling or otherwise disclosing of personally identifiable information, unless explicitly provided for under statute, while also ensuring that toll operators could efficiently enforce policies on their respective facilities.

Since the passage of these bills, federal law has required toll operators nationwide to develop policies to ensure interoperability between facilities, allowing customers to seamlessly drive between facilities without establishing different accounts. To abide by federal law, toll operators must be able to share necessary information with other toll operators to process tolls, including the location of the toll collection and license plate information.

While the intent of the Legislature in enacting SB 1268 and AB 179 was to adapt to the newest technology, many of the provisions of the statute do not explicitly reflect more recent technology adaptations, including expanded cashless toll collection systems, toll subscriptions completed online and subsequent use of emails or apps to communicate toll facility usage and issue customer

agreements, and the ability to use devices other than transponders for toll collection. Many other common practices and reoccurring issues also need clarification in statute, including the use of third-party contractors for toll penalty collections, and the ability for toll operators to notify customers of public safety or travel alerts. Code sections, therefore, need to be updated to reflect the more widespread use of these methods of communication and collection.

OCTA is the operator of the 91 Express Lanes and is in the process of constructing a second express lane facility as part of the Interstate 405 Improvement Project. The ability to clarify current statutes is critical for the operations of OCTA's facilities to ensure the enforcement of existing toll policies and interoperability with adjacent facilities, including those operated by the Riverside County Transportation Commission and the Transportation Corridor Agencies.

In 2019, OCTA's Board of Directors adopted a co-sponsor position on SB 664 (Allen, D-Santa Monica). SB 664 would have clarified the above referenced statutory provisions, and more clearly improved toll facility interoperability. The bill was supported by toll agencies across the State, but also encountered opposition among various groups including the American Civil Liberties Union of California, Consumer Attorneys of California, and the Western Center on Law and Poverty. SB 664 ultimately stalled in committee due to ongoing negotiations and bill limitations due to the coronavirus (COVID-19) pandemic last legislative session. SB 623 is more limited in its approach than SB 664 to try and ameliorate some concerns by the opposition. SB 623 is currently sponsored by the Transportation Corridor Agencies and is supported by the Bay Area Toll Authority.

Consistent with OCTA's previous co-sponsorship of SB 664 and the principle in OCTA's 2021-22 State Legislative Platform to "support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections," a SUPPORT position has been taken on SB 623. OCTA's letter of support for SB 623 is included as Attachment B. The text of the bill is included as Attachment C.

California High-Speed Rail Authority Revised 2020 Business Plan

On February 9, 2021, the California High-Speed Rail Authority (CHSRA) released its Revised Draft 2020 Business Plan (Business Plan) for a 30-day comment period. The original Business Plan was published in February 2020; however, due to a variety of factors, including the COVID-19 pandemic and legislative inquiries, the Business Plan approval was deferred by nearly a year. CHSRA's Business Plan is an overarching policy document that is used to inform the Legislature, the public, and stakeholders to make decisions regarding the project. The Business Plan is required to be developed every two years and include details on the type of service, timeline, funding, ridership

forecasts, and more. Last year, at a legislative oversight hearing, legislators raised concern about the accuracy of the ridership forecasts and the lack of information in the Business Plan discussing how the COVID-19 pandemic will affect the project.

The Business Plan reports delays on right-of-way acquisition, construction progress, and the execution of contracts due to the COVID-19 pandemic. Particularly affected was the bid for the track and systems contract. Bidders were not able to visit the site in a timely manner, which has now delayed the award for this contract until August 2021. As a part of its funding, the CHSRA receives a continuous appropriation from cap-and-trade auctions. However, due to the low auction proceeds in 2020, the CHSRA portion was reduced by \$288 million. The CHSRA also extended a variety of comment periods in 2020 to allow for adequate public input on environmental documents.

This Business Plan is consistent with Governor Gavin Newsom's direction to focus on the completion of the Central Valley segment, which includes 119 miles currently under construction from the Madera Amtrak Station to Poplar Avenue. This segment is now expected to be complete by 2023, a one-year delay attributed to impacts from the COVID-19 pandemic. Costs for the Central Valley segment are anticipated to increase by \$330 million and this revised Business Plan includes an additional \$1 billion in contingency and a new Stage Gate approach for project delivery after conducting a comprehensive risk assessment, bringing the total of the Central Valley segment to \$13.8 billion. To complete the entire 171-mile segment from the City of Merced to the City of Bakersfield, it is expected to cost between \$21.3 and \$22.8 billion. Currently there is no available funding to complete the entire Phase 1 portion, which includes the Northern and Southern California segments. However, these segments are expected to be environmentally cleared by December 2022.

The CHSRA total authorized funding is projected to be between \$20.6 to \$23.1 billion through 2030, ultimately depending on future cap-and-trade revenues. The Business Plan suggests extending cap-and-trade to 2050, creating a floor minimum, and to allow for financing to create a more predictable funding stream. This estimate also includes the remainder \$4.2 billion of the Proposition 1A bond funds, which would need to be authorized by the Legislature. Not included in this funding estimate would be any additional funding from the federal government. With a new Administration, the CHSRA is confident they will benefit from a federal infrastructure package. The CHSRA has already reported on having productive conversations with the Administration about how to advance high-speed rail in California.

At legislative oversight hearings in March 2021, both the Senate and Assembly Transportation and Budget Subcommittees were able to provide input on the Business Plan. At these hearings, there were discussions about how the CHSRA is preparing the Northern and Southern segments, to which CHSRA responded by referencing funding commitments to the Link Union Station project

and the Rosecrans/Marquardt Grade Separation project in Los Angeles. Some members expressed a desire to see more investment in the Southern California segment. Additionally, the San Diego Association of Governments testified about how investing in the Los Angeles-San Diego-San Luis Obispo rail corridor in the bookend sections will help achieve CHSRA's goals, noting they have \$660 million worth of projects that are shovel ready. The Southern California Regional Rail Authority (Metrolink) also provided input that they have several projects within their Southern California Optimized Rail Expansion program that are shovel ready and shovel worthy, suggesting that they are ready for additional investment in Southern California.

The primary concerns raised by legislators during the hearings were the request for the remaining Proposition 1A bond funds and the current assumption in the Business Plan to utilize a single track for the Central Valley segment. The Legislative Analyst's Office recommended that the Legislature may be inclined to only release a portion of the \$4.2 billion of Proposition 1A funds to exercise more oversight of the project. This will be further developed throughout the budget process.

Many legislators had questions on the effectiveness of a single-track option for the Central Valley segment. The CHSRA indicated that utilizing a single track will result in minimal operational delays and create near-term cost savings. If they were to move forward with the double track, it would cost an additional \$1.1 billion. However, it was noted that, due to inflation and other factors, the cost of implementing a double track system in the future will be at a higher cost. At the CHSRA Board meeting on March 25, 2021, CHSRA Board Members were highly concerned about moving forward with a single track. CHSRA Chief Executive Officer Brian Kelly confirmed that approving this Business Plan would not lock them into a single-track system. The current bidders for the track and systems contract will be presenting three different cost options for the CHSRA Board to review in the summer before the award is given in August of this year. CHSRA Board Members also struggled with the cost estimates and assumptions, stating that they still have little understanding about what the federal government is going to do and that this budget paints an unrealistic picture. Ultimately, the Business Plan was approved by the CHSRA Board with a vote of six to three. Staff will continue to provide any updates on the CHSRA funding dynamics as part of the development of the state budget.

California Air Resources Board Draft In-Use Locomotive Regulation

The California Air Resources Board (CARB) is currently in the process of creating an In-Use Locomotive Regulation to compel the transition of locomotives operating in California to zero emission. Since late 2019, CARB has organized workshops with stakeholders to discuss the various factors being considered for the regulation. On March 30, 2021, after the release of the draft regulation, CARB held a workshop to receive feedback. At this workshop, CARB staff reviewed the primary goals of this regulation which are to prioritize emission

reductions in the most disadvantaged communities, decrease locomotive emissions by increasing turnover to Tier 4 and cleaner locomotives, and to eventually move toward zero-emission locomotives in California.

There are four components associated with this regulation. First, is the Spending Account which is to be established by 2023. As a part of this spending account, operators will be assessed a charge based on locomotive emissions levels and amount of work performed in California. These charges will be held in the individual railroads' trust, with annual public reporting of usage and funds deposited. Railroads will use accumulated charges to purchase cleaner locomotives. Until 2034, usage of zero-emission locomotives will generate a credit used to offset monies owed to the spending account. Second, the regulation would institute a useful life limit by requiring all locomotives 23 years old or older to cease operations in California starting in 2030. Third, the regulation would implement a 30-minute idling limit, which is based on the United States Environmental Protection Agency's requirements. Fourth, and finally, this regulation would require operators to report to CARB annually, starting July 1, 2023, information regarding the locomotive engine, total activity by local air district, and any idling if it is over 30 minutes.

At the workshop on March 30, 2021, CARB also discussed cost assumptions and sought input on whether the costs were aligned with real world purchases. Currently, CARB is taking informal comments on the draft regulation until April 16, 2021. CARB is expecting to present this regulation to their Board in April 2022 for the first of the two hearings required. Right now, CARB continues to request input from stakeholders and for operators to begin tracking information that will be used for the Spending Account. While Metrolink has taken the initiative to plan for integration of zero-emission technology, this regulation could pose significant cost pressures, without the assistance of incentives or funding. Additionally, specific concerns have been raised about the timing of this regulation being premature for the availability of the technology, particularly after the COVID-19 pandemic. OCTA staff will continue to be engaged with SCRRA to provide comprehensive feedback on the regulation.

Summary

A support position is requested regarding a legislative proposal to create a pilot program to test the collection of revenue for a road charge program. An update is given on a legislative proposal related to toll operators' interoperability requirements. An overview is provided on the California High-Speed Rail Authority's Revised 2020 Draft Business Plan. An update is given on the California Air Resources Board's efforts to create a regulation transitioning locomotives in California to zero emission.

Attachments

- A. SB 339 (Wiener, D-San Francisco) Bill Analysis with Bill Language
- B. Letter from Andrew Do, Chairman, Orange County Transportation Authority, to the Honorable Josh Newman, Senator, California State Senate, dated April 1, 2021, re: SB 623 (Newman) – SUPPORT
- C. SB 623 (Newman, D-Fullerton) Bill Language
- D. Orange County Transportation Authority Legislative Matrix

Prepared by:

Alexis Leicht
Associate Government Relations Representative,
Government Relations
(714) 560-5475

Approved by:

Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908

BILL: SB 339 (Wiener, D-San Francisco)
Introduced February 8, 2021

SUBJECT: SB 339 would create a pilot program to test the collection of revenue for a road charge program.

STATUS: Pending in the Senate Transportation Committee

SUMMARY AS OF MARCH 31, 2021:

In 2014, the Legislature approved SB 1077 (Chapter 835, Statutes of 2014), which required the California Transportation Commission (CTC) to establish a Road Usage Charge Technical Advisory Committee (RUC TAC). This committee was initially charged with implementing a pilot program to evaluate a mileage-based revenue collection as an alternative to the gasoline tax funding source currently in place. The recommendations from the pilot program were published in the CTC's annual report to the Legislature in 2017. The pilot program confirmed the viability of many aspects of the mileage-based revenue collection as an alternative; however, it did not collect actual revenues. As indicated in the recommendations, the next steps include the testing of the actual collection of revenues. SB 339 extends the RUC TAC responsibilities until January 1, 2027, and directs them to design a pilot program to test revenue collection, with an implementation date of January 1, 2023.

EFFECTS ON ORANGE COUNTY:

SB 339 supports the recommendations from the California's Road Charge Pilot Program Report in 2017 and aligns with the State's current direction to reduce greenhouse emissions. Specifically, Governor Gavin Newsom signed Executive Order N-79-20 in September 2020, which requires all passenger vehicles sold in California to be zero emission by 2035. Additionally, the new federal Administration has expressed its priority to invest in zero-emission infrastructure on a nationwide scale. House Transportation and Infrastructure Ranking Member Sam Graves (R-MO) has expressed the need to evaluate a new sustainable transportation funding mechanism to replace the gasoline tax for the next surface transportation reauthorization, suggesting that many states and local governments have made significant progress in successfully implementing vehicle miles traveled pilot programs. It is prudent to investigate new transportation funding sources as more vehicles transition to zero emission, making the gasoline tax less reliable and sustainable in the long term.

This legislation is an investigation of an alternative transportation funding source and does create any substantive change to the current transportation funding dynamic in California. Participation in the program will be voluntary and, as a part of the pilot's design, there will be consideration of input from a variety of industry stakeholders. As a transportation agency funding and planning the transportation infrastructure in Orange County, it is imperative that there be a reliable and equitable, long-term funding source to deliver transportation improvements and services.

A support position is consistent with OCTA's 2020-21 State Legislative Platform principle to "Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals."

OCTA POSITION:

Staff recommends: SUPPORT

Introduced by Senator Wiener
(Coauthor: Senator Wieckowski)
(Coauthors: Assembly Members Chiu and Ting)

February 8, 2021

An act to amend Section 3093 of, and to add Section 3092.5 to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 339, as introduced, Wiener. Vehicles: road usage charge pilot program.

Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023.

This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill

would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require the pilot program to be net revenue neutral, as specified. The bill would require that participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state gasoline tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit a report to the Legislature, as specified.

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. The Legislature finds and declares all of the
- 2 following:
- 3 (a) In 2014, the Legislature passed Senate Bill 1077 (Chapter
- 4 835 of the Statutes of 2014), which created a Road Usage Charge
- 5 Technical Advisory Committee to guide the development and
- 6 evaluation of a pilot program to assess the potential for a
- 7 mileage-based financing mechanism for California's roads and
- 8 highways as an alternative to the gas tax system.
- 9 (b) In 2017, California completed the pilot program, which
- 10 enrolled more than 5,000 vehicles that reported in excess of
- 11 37,000,000 miles over a nine-month period.
- 12 (c) The pilot program confirmed the viability of many aspects
- 13 of a mileage-based financing mechanism but did not test the actual
- 14 collection of revenue. The collection of revenue was simulated in
- 15 the pilot program through mock invoices and payments.
- 16 (d) The testing of revenue collection was identified as a next
- 17 step in the Transportation Agency's 2017 Final Report on the pilot
- 18 program. Taking this next step would allow California to evaluate
- 19 revenue flows and allow for the identification of challenges,
- 20 efficiencies, and synergies for future road charge implementation.
- 21 (e) The Final Report also concluded that, depending on how a
- 22 road charge program is designed, there could be a number of state

1 agencies and departments involved in the revenue collection
2 process.

3 (f) California’s progress toward developing and implementing
4 a mileage-based financing mechanism has been heightened with
5 the issuance of Executive Order No. N-79-20, in September 2020,
6 which requires a complete transition to a fully zero-emission new
7 vehicle state auto market by 2035.

8 SEC. 2. Section 3092.5 is added to the Vehicle Code, to read:

9 3092.5. (a) Commencing on or after January 1, 2023, the
10 Transportation Agency, in consultation with the California
11 Transportation Commission, shall implement a pilot program to
12 identify and evaluate issues related to the collection of revenue
13 for a road charge program.

14 (b) The RUC Technical Advisory Committee shall make
15 recommendations to the Transportation Agency on the design of
16 the pilot program to test revenue collection, including the group
17 of vehicles to participate in the pilot.

18 (1) In deciding which group of vehicles to recommend for the
19 pilot, the Technical Advisory Committee shall consider input from
20 industry experts and relevant stakeholders.

21 (2) If a vehicle group other than state-owned vehicles is selected,
22 participation in the pilot shall be voluntary.

23 (c) The Transportation Agency, in consultation with the
24 California Transportation Commission, shall convene a state
25 agency work group to implement the pilot program, which may
26 include the Department of Transportation, the Department of Motor
27 Vehicles, the Controller’s office, the California Department of Tax
28 and Fee Administration, and other state agencies, to design a
29 process for collecting road charge revenue from vehicles.

30 (d) The pilot program shall be designed to be net revenue neutral
31 such that the total revenues collected through the mileage-based
32 financing mechanism do not exceed the total of the following:

33 (1) The estimated state gasoline taxes and electric vehicle fees
34 paid by pilot program participants to operate a vehicle during the
35 pilot.

36 (2) State agency costs to administer the pilot program.

37 (e) Participants in the pilot program shall be charged a
38 mileage-based fee and receive a credit or a refund for the estimated
39 state gasoline taxes and electric vehicle fees paid to operate a

1 vehicle during the pilot. The credit or refund for electric vehicle
2 fees, which are paid annually, shall be prorated.

3 (f) The pilot program shall not affect funding levels for each
4 program or purpose supported by state gasoline tax and electric
5 vehicle fee revenues.

6 (g) Paragraphs (2) and (3) of subdivision (b) and subdivision
7 (c) of Section 3091 shall apply to the pilot program.

8 (h) The Transportation Agency, in consultation with the
9 California Transportation Commission and the RUC Technical
10 Advisory Committee, shall prepare and submit a report of its
11 findings based on the results of the pilot program to the appropriate
12 policy and fiscal committees of the Legislature. The report shall
13 include, but not be limited to, a discussion of costs and
14 implementation issues. The report to be submitted pursuant to this
15 subdivision shall be submitted in compliance with Section 9795
16 of the Government Code.

17 (i) The RUC Technical Advisory Committee may make
18 recommendations on the criteria to be used to evaluate the pilot
19 program.

20 SEC. 3. Section 3093 of the Vehicle Code is amended to read:

21 3093. This chapter shall remain in effect only until January 1,
22 2023, 2027, and as of that date is repealed, unless a later enacted
23 statute, that is enacted before January 1, 2023, 2027, deletes or
24 extends that date.

*AFFILIATED AGENCIES**Orange County
Transit District**Local Transportation
Authority**Service Authority for
Freeway Emergencies**Consolidated Transportation
Service Agency**Congestion Management
Agency*

April 1, 2021

The Honorable Josh Newman
California State Senate
State Capitol, Room 4066
Sacramento, California 95814

Subject: **SB 623 (Newman) – SUPPORT**

Dear Senator Newman:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to support SB 623, legislation that will clarify existing law to ensure toll operators statewide can meet interoperability requirements, enforce toll policies, and issue toll violations, without weakening existing privacy protections for the use of personally identifiable information (PII). Without these clarifications, the operation of toll facilities within the State will be impacted.

Current state statute provides guidance for how toll facility operators, including OCTA, process toll violations and communicate information with other toll operators and customers. Many of these provisions were first enacted in 2010 with the passage of SB 1268 (Chapter 489, Statutes of 2010) and revised again in 2013 with the passage of AB 179 (Chapter 375, Statutes of 2013). Both bills were introduced to include protections to prevent the sale or disclosure of PII, unless explicitly provided for under statute, while also ensuring that toll operators could efficiently enforce policies on their respective facilities.

Since the passage of these bills, state and federal law has required toll operators nationwide to develop policies to ensure interoperability between facilities, allowing customers to seamlessly drive between facilities without establishing different accounts. To abide by these requirements, toll operators must be able to share necessary information with other toll operators to process tolls and penalties, including the location of the toll collection and license plate information.

While the intent of the Legislature in enacting SB 1268 and AB 179 was to adapt to the newest technology, many of the provisions of the statute do not explicitly reflect more recent technology adaptations, including expanded cashless toll collection systems, toll subscriptions completed online and subsequent use of emails or apps to communicate toll facility usage and issue customer agreements, and the ability to use devices other than transponders for toll collection. Code sections, therefore, need to be updated to reflect the more

The Honorable Josh Newman
April 1, 2021
Page 2

widespread use of these methods of communication and collection. Many other common practices and reoccurring issues also need clarification in statute, including the use of third-party contractors for toll penalty collections, and the ability for toll operators to notify customers of public safety or travel alerts.

SB 623 makes needed technical corrections to maintain the intent of SB 1268 and AB 179 and their associated privacy protections, while also ensuring that toll operators can share necessary information with each other to comply with state and federal interoperability requirements, improve customer service and facility efficiency, and maximize the use of revenues for reinvestment in further transportation improvements. Without these changes, toll facilities across the State could be subject to potential litigation challenges that could disrupt the viability of existing and future toll facilities, and threaten the ability of toll agencies to use toll revenues to invest in additional transportation improvements.

A SUPPORT position is consistent with the OCTA 2021-22 State Legislative Platform's principle to "Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections."

If your committee or staff have any questions regarding OCTA's position on SB 623, please contact Kristin Jacinto, Manager of State and Federal Relations, at (714) 560-5754 or kjacinto@octa.net.

Sincerely,



Andrew Do
Chairman

AD:kj

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

SENATE BILL

No. 623

Introduced by Senator Newman
(Coauthors: Senators Cortese and Dodd)
(Coauthor: Assembly Member Mullin)

February 18, 2021

An act to amend Sections 27565 and 31490 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 623, as introduced, Newman. Electronic toll and transit fare collection systems.

Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility.

This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

Existing law prohibits a transportation agency from selling or providing to any other person or entity personally identifiable information, as defined, of a person who subscribes to an electronic toll or electronic transit fare collection system or who uses a toll facility that employs an electronic toll collection system, except as specified.

Existing law requires a transportation agency that employs an electronic toll collection or an electronic transit fare collection system to establish a privacy policy regarding the collection and use of personally identifiable information and provide to subscribers of that system a copy of the privacy policy.

This bill would specify that the transportation agency is required to provide a hard copy of, or internet link to, the privacy policy, as specified. The bill would require that the privacy policy include the process by which a subscriber provides opt-in consent to the use of their personally identifiable information for a specified purpose and the process for revoking that consent.

Existing law requires a transportation agency to make every effort to purge the personal account information of an account that is closed or terminated. Under existing law, that requirement does not prohibit a transportation agency, or its designee, from performing financial and accounting functions.

This bill would instead specify that the requirement does not prohibit a transportation agency from using or providing personally identifiable information for specified purposes, which the bill would assert is declarative of existing law.

Existing law prohibits a transportation agency from using a nonsubscriber's personally identifiable information obtained using an electronic toll collection or electronic transit fare collection system to market products or services to that nonsubscriber, except marketing toll-related products or services in a notice of toll evasion.

This bill would delete that exception and instead expressly authorize a transportation agency to include marketing for toll-related products or services in a notice related to a toll evasion or an invoice or receipt for pay-by-plate toll payment sent to a subscriber or nonsubscriber, which the bill would assert is declarative of existing law.

This bill would make various technical changes, some of which the bill would assert are declarative of existing law.

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 27565 of the Streets and Highways Code
- 2 is amended to read:

1 27565. (a) The department, in cooperation with the district
2 and all known entities planning to implement a toll facility in this
3 state, shall develop and adopt functional specifications and
4 standards for an automatic vehicle identification ~~system~~, *system*
5 *for intrastate interoperability*, in compliance with all of the
6 following objectives:

7 (1) In order to be detected, the driver shall not be required to
8 reduce speed below the applicable speed for the type of facility
9 being used.

10 (2) ~~The~~ A vehicle owner shall not be required to purchase or
11 install more than one device to use on all toll facilities, but may
12 be required to have a separate account or financial arrangement
13 for the use of these facilities.

14 (3) The facility operators shall have the ability to select from
15 different manufacturers and vendors. The specifications and
16 standards shall encourage multiple bidders, and shall not have the
17 effect of limiting the facility operators to choosing a system that
18 is able to be supplied by only one manufacturer or vendor.

19 (b) Except as provided in subdivision (c), ~~any~~ *an* automatic
20 vehicle identification system purchased or installed after January
21 1, 1991, shall comply with the specifications and standards adopted
22 pursuant to subdivision (a).

23 (c) Subdivision (b) does not apply to an interim automatic
24 vehicle identification system for which a contract is entered into
25 between an entity planning to implement a toll facility and the
26 supplier of the interim system ~~prior to~~ *before* January 1, 1994, if
27 both of the following requirements are met:

28 (1) The department has made a written determination that the
29 installation and operation of the interim system will expedite the
30 completion of the toll facility and its opening to public use.

31 (2) The entity planning to implement the toll facility has entered
32 into an agreement with the department to install, within five years
33 after any portion of the toll facility is opened for public use, an
34 automatic vehicle identification system meeting the specifications
35 and standards adopted pursuant to subdivision (a).

36 (d) The automated vehicle identification system developed by
37 the department pursuant to subdivision (a) shall be capable of
38 identifying various types of vehicles, including, but not limited to,
39 commercial vehicles.

(e) On and after the date specified in the federal Moving Ahead for Progress in the 21st Century Act for implementation of interoperability of electronic toll collection on federal-aid highways, operators of toll facilities on federal-aid highways may fully implement technologies or business practices that provide for the *interstate* interoperability of electronic toll collection programs consistent with federal law. Operators of toll facilities on federal-aid highways engaged in an *interstate* interoperability program may provide only the following information regarding a vehicle's use of the toll facility, *specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability* and shall otherwise comply with all federal and state privacy protection laws, including, but not limited to, Section ~~31490~~: 31490.

~~(1) License plate number.~~

~~(2) Transponder identification number.~~

~~(3) Date and time of transaction.~~

~~(4) Identity of the agency operating the toll facility.~~

SEC. 2. Section 31490 of the Streets and Highways Code is amended to read:

31490. (a) Except as otherwise provided in this section, a transportation agency may not sell or otherwise provide to any other ~~person~~ *individual* or entity personally identifiable information of any person who subscribes to an electronic toll or electronic transit fare collection system or who uses a toll bridge, toll lane, or toll highway that employs an electronic toll collection system.

(b) A transportation agency that employs an electronic toll collection or an electronic transit fare collection system shall establish a privacy policy regarding the collection and use of personally identifiable information and provide to subscribers of that system a *hard* copy of the privacy ~~policy~~ *policy, or internet link to the privacy policy*, in a manner that is conspicuous and meaningful, such as by providing a copy ~~to of, or link to,~~ the ~~subscriber privacy policy~~ with the transponder, electronic transit pass, or other device used as an electronic toll or transit fare collection mechanism, ~~or, if the system does not use a mechanism,~~ *in an email acknowledging that the subscription process was successfully completed, or with the application materials.* A transportation agency shall conspicuously post its privacy policy

on its ~~Internet Web site~~. *internet website*. For purposes of this subdivision, “conspicuously post” has the same meaning as that term is defined in paragraphs (1) to (4), inclusive, of subdivision (b) of Section 22577 of the Business and Professions Code. The *privacy* policy shall include, but need not be limited to, a description of the following:

(1) The types of personally identifiable information that is collected by the agency.

(2) The categories of third-party ~~persons~~ *individuals* or entities with whom the agency may share personally identifiable information.

(3) The process by which a transportation agency notifies subscribers of material changes to its privacy policy.

(4) The effective date of the privacy policy.

(5) The process by which a subscriber may review and request changes to any of ~~his or her~~ *their* personally identifiable information.

(6) *The process by which a subscriber provides opt-in consent to the use of their personally identifiable information pursuant to subdivision (j) and the process for revoking that consent. This process shall be described in a clear manner.*

(c) A transportation agency may, within practical business and cost constraints, store only personally identifiable information of a person such as, to the extent applicable, the account name, credit card number, billing address, vehicle information, and other basic ~~account~~ information required to perform ~~account~~ functions such as billing, account settlement, or enforcement activities. All other information shall be discarded no more than four years and six months after the billing cycle has concluded, the bill has been paid, and all toll or fare violations, if applicable, have been ~~resolved~~. *resolved, except as required to comply with the requirements of a litigation hold.*

(d) A transportation agency shall make every effort, within practical business and cost constraints, to purge the personal account information of an account that is closed or terminated. ~~In no case shall a~~ A transportation agency *shall not* maintain personal information more than four years and six months after the date an account is closed or ~~terminated~~. *terminated, except as required to comply with the requirements of a litigation hold.*

(e) (1) A transportation agency may make personally identifiable information of a person available to a law enforcement agency only pursuant to a search warrant. Absent a provision in the search warrant to the contrary, the law enforcement agency shall immediately, but in any event within no more than five days, notify the person that ~~his or her~~ *their* records have been obtained and shall provide the person with a copy of the search warrant and the identity of the law enforcement agency or peace officer to whom the records were provided.

(2) This section does not prohibit a peace officer, as defined in Section 830.1 or 830.2 of the Penal Code, when conducting a criminal or traffic collision investigation, from obtaining personally identifiable information of a person if the officer has good cause to believe that a delay in obtaining this information by seeking a search warrant would cause an adverse result, as defined in subparagraphs (A) to (E), inclusive, of paragraph (2) of subdivision (a) of Section 1524.2 of the Penal Code.

(f) This section does not prohibit a transportation agency in subdivision (a) from providing aggregated traveler information derived from collective data that relates to a group or category of persons from which personally identifiable information has been removed.

(g) This section does not prohibit a transportation agency, with respect to an electronic toll collection system, from providing the license plate number of an intermodal chassis to the owner of the chassis for purposes of locating the driver of the chassis in the event the driver fails to pay a toll.

(h) This section, with respect to an electronic toll collection system, does not prohibit a transportation agency from sharing data with another transportation agency solely to comply with interoperability specifications and standards adopted pursuant to *subdivision (a) or (e) of Section 27565* regarding electronic toll collection devices and technologies. A third-party vendor may not use personally identifiable information obtained under this subdivision for a purpose other than described in this subdivision.

~~(i) Subdivision (d) This section shall not prohibit a transportation agency, or its designee, agency from performing financial and accounting functions such as using or providing personally identifiable information for purposes of billing, account settlement, account maintenance, collection, enforcement, system optimization,~~

1 *device distribution, auditing, issuing public safety or travel alerts,*
2 *conducting customer satisfaction surveys, or other—financial*
3 *activities required to operate and manage the electronic toll*
4 *collection system or transit fare collection system. This section,*
5 *with respect to electronic transit fare collection systems, does not*
6 *prohibit the sharing of data between transportation agencies for*
7 *the purpose of interoperability between those agencies. A*
8 *third-party vendor—may shall not use personally identifiable*
9 *information obtained under this subdivision for a purpose other*
10 *than as described in this subdivision.*

11 (j) This section does not prohibit a transportation agency from
12 communicating, either directly or through a contracted third-party
13 vendor, to subscribers of an electronic toll collection system or an
14 electronic transit fare collection system about products and services
15 offered by, the agency, a business partner, or the entity with which
16 it contracts for the system, using personally identifiable information
17 limited to the subscriber’s name, address, and electronic mail
18 address, provided that the transportation agency has received the
19 subscriber’s—~~express-written~~ *opt-in* consent to receive the
20 communications.

21 (k) (1) A transportation agency—~~may~~ *shall* not use a
22 nonsubscriber’s personally identifiable information obtained using
23 an electronic toll collection or electronic transit fare collection
24 system to market products or services to that nonsubscriber. ~~This~~
25 ~~subdivision shall not apply to~~

26 (2) *Notwithstanding subdivision (j) and paragraph (1), a*
27 *transportation agency may include marketing for toll-related*
28 *products or services—contained in a notice—of related to a toll*
29 *evasion issued pursuant to Section 23302 of the Vehicle Code; or*
30 *an invoice or receipt for pay-by-plate toll payment sent to a*
31 *subscriber or nonsubscriber.*

32 (l) For purposes of this section, “transportation agency” means
33 the Department of Transportation, the Bay Area Toll Authority,
34 any entity operating a toll bridge, toll lane, or toll highway within
35 the state, any entity administering an electronic transit fare
36 collection system and any transit operator participating in that
37 system, or any entity under contract *at any level* with any of the
38 ~~above entities; entities for purposes of an activity specified in~~
39 *subdivision (e), (g), (h), (i), (j), or (k).*

(m) For purposes of this section, “electronic toll collection system” is a system ~~where~~ *in which* a transponder, camera-based vehicle identification system, or other electronic medium is used to deduct payment of a toll from a subscriber’s account or to establish an obligation to pay a toll, and “electronic transit fare collection system” means a system for issuing an electronic transit pass that enables a transit passenger subscriber to use the transit systems of one or more participating transit operators without having to pay individual fares, where fares are instead deducted from the subscriber’s account as loaded onto the electronic transit pass.

(n) For purposes of this section, “person” means any person who subscribes to an electronic toll collection or electronic transit fare collection system or any person who uses a toll bridge, toll lane, or toll road that employs an electronic toll collection system.

(o) For purposes of this section, “personally identifiable information” means any information that identifies or describes a person including, but not limited to, travel pattern data, address, telephone number, email address, license plate number, photograph, bank account information, or credit card number. For purposes of this section, with respect to electronic transit fare collection systems, “personally identifiable information” does not include photographic or video footage.

(p) For purposes of this section, “interoperability” means the sharing of data, including personally identifiable information, across multiple transportation agencies for the sole purpose of creating *and operating* an integrated transit fare payment system, integrated toll payment system, or both.

(q) (1) In addition to any other remedies provided by law, a person whose personally identifiable information has been knowingly sold or otherwise provided in violation of this section may bring an action to recover either actual damages or two thousand five hundred dollars (\$2,500) for each individual violation, whichever is greater, and may also recover reasonable costs and attorney’s fees.

(2) A person whose personally identifiable information has been knowingly sold or otherwise provided three or more times in violation of this section may bring an action to recover either actual damages or four thousand dollars (\$4,000) for each individual

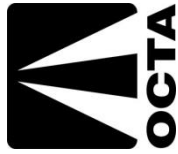
1 violation, whichever is greater, and may also recover reasonable
2 costs and attorney's fees.

3 (r) Nothing in subdivisions (c) and (d) shall preclude compliance
4 with a court order or settlement agreement that has been approved
5 on or before April 25, 2010.

6 (s) A transportation agency that employs an electronic toll
7 collection or electronic transit fare collection system may impose
8 an administrative fee on persons who use those systems in an
9 amount sufficient to cover the cost of implementing this section.

10 SEC. 3. (a) Except for the amendment of subdivision (e), but
11 including both additions of "interstate" in that subdivision, the
12 amendments of Section 27565 of the Streets and Highways Code
13 made by this act do not constitute a change in, but are declaratory
14 of, existing law.

15 (b) Except for the amendments of subdivisions (b), (c), and (j),
16 the amendments of Section 31490 of the Streets and Highways
17 Code made by this act do not constitute a change in, but are
18 declaratory of, existing law.



Orange County Transportation Authority Legislative Matrix

2021 State Legislation Session
April 15, 2021

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
► AB 339 (Lee – D) State and Local Government: Open Meetings	Requires all meetings of legislative local bodies using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. Requires all meetings to provide the public with an opportunity to comment on proposed legislation, and requires translation services to be provided, as specified.	INTRODUCED: 01/28/2021 LOCATION: ASSEMBLY STATUS: 01/28/2021 <i>INTRODUCED.</i>	OPPOSE UNLESS AMENDED <i>Oppose: Transportation Corridor Agencies (TCA), Rural Counties Representatives of California, California Special Districts Association, League of California Cities, California State Association of Counties</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► AB 1499 (Daly – D) Transportation: Design-Build: Highways	Extends statewide design-build authority related to the state highway system indefinitely.	INTRODUCED: 02/19/2021 LOCATION: Assembly <i>Transportation Committee</i> STATUS: 03/11/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i>	Support Support: Self-Help Counties Coalition (co-sponsor), Professional Engineers in California Government (co-sponsor)
► SB 261 (Allen – D) Regional Transportation Plans: Sustainable Communities	Requires that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the California Air Resources Board.	INTRODUCED: 01/27/2021 LOCATION: Senate <i>Transportation Committee</i> STATUS: 03/15/2021 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2).</i>	OPPOSE UNLESS AMENDED (partial list) Support: Climateplan, Coalition for Clean Air, Environmental Health Coalition Oppose: California Association of Council of Governments (CALCOG), Southern California Association of Governments (unless amended), California Building Industry Association, California Chamber of Commerce, Associated General Contractors

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 274 (Wieckowski – D)</p> <p>Local Government Meetings: Agenda and Documents</p>	<p>Requires a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. Upon a determination that it is technologically infeasible to email such a link, requires the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet.</p>	<p>INTRODUCED: 01/29/2021 LOCATION: Senate Second Reading File</p> <p>STATUS: 03/25/2021 From SENATE Committee on GOVERNANCE AND FINANCE: Do pass as amended to Committee on APPROPRIATIONS. (5-0)</p>	<p>NEUTRAL</p> <p>Support: California Taxpayers Association, California Association of Realtors, Association of California Water Agencies, American Federation of State, County and Municipal Employees</p> <p>Oppose: TCA</p>

<p>► SB 339 (Wiener – D)</p> <p>Vehicles: Road Usage Charge Pilot Program</p>	<p>Extends the operation of specified provisions until a specified date concerning a requirement of the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation. Implements a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified.</p>	<p>INTRODUCED: 02/08/2021 LOCATION: Senate Transportation Committee</p> <p>STATUS: 02/22/2021 In SENATE. Article IV. Section 8(a) of the Constitution dispensed with. 02/22/2021 In SENATE. Joint Rule 55 suspended. 02/22/2021 To SENATE Committee on TRANSPORTATION.</p>	<p>Staff Recommends SUPPORT</p> <p>Support: CALCOG, California Transit Association, California Transportation Commission, Bay Area Rapid Transit</p>
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BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 623 (Newman – D) <i>Electronic Toll and Transit Fare Collection Systems</i></p>	<p><i>Authorizes those operators to provide instead only the information specified in functional specifications and standards adopted by the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.</i></p>	<p>INTRODUCED: 02/18/2021 LOCATION: Senate Transportation Committee</p> <p>STATUS: 03/03/2021 To SENATE Committees on TRANSPORTATION and JUDICIARY.</p>	<p>SUPPORT Support: TCA, Southern California Association of Governments, Bay Area Toll Authority</p>

BILLS BEING MONITORED

▶ AB 5	<p>AUTHOR: Fong [R] TITLE: <i>High-Speed Rail Authority: K-12 Education: Transfer</i> INTRODUCED: 12/07/2020 LAST AMEND: 03/17/2021 LOCATION: Assembly Transportation Committee SUMMARY: Suspends the appropriation to the High-Speed Rail Authority for <i>specified</i> fiscal years and requires the transfer of those amounts from moneys collected by the State Air Resources Board to the General Fund. STATUS: 03/17/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/17/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Rail and Transit</p>
AB 11	<p>AUTHOR: Ward [D] TITLE: Climate Change: Regional Coordinating Groups INTRODUCED: 12/07/2020 LAST AMEND: 01/21/2021 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the Strategic Growth Council to establish up to 12 regional climate change coordinating groups to develop and work on climate adaptation for their communities. Authorizes the regional climate change coordinating groups to engage in certain activities to address climate change. Requires the regional climate change authorities to annually submit to the council a report on their activities. STATUS: 01/21/2021 <i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i> 01/21/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</i> CATEGORY: Environment</p>
AB 29	<p>AUTHOR: Cooper [D] TITLE: State Bodies: Meetings INTRODUCED: 12/07/2020 LOCATION: Assembly Governmental Organization Committee SUMMARY: Requires that the notice of a meeting of a state body include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject of discussion or consideration at the meeting. STATUS: 01/11/2021 <i>To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION.</i> CATEGORY: Miscellaneous</p>

► AB 30	<p>AUTHOR: Kalra [D]</p> <p>TITLE: Outdoor Access To Nature: Environmental Equity</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Water, Parks and Wildlife Committee</p> <p>SUMMARY: <i>Declares that it is the established policy of the state that access to nature and access to the benefits of nature is a human right and that every human has the right to safe and affordable outdoor access, among other things.</i></p> <p>STATUS: 03/22/2021 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments. 03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.</p> <p>CATEGORY: Environment</p>
► AB 41	<p>AUTHOR: Wood [D]</p> <p>TITLE: Broadband Infrastructure Deployment</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/16/2021</p> <p>LOCATION: Assembly Communications and Conveyance Committee</p> <p>SUMMARY: <i>Requires each fixed internet service provider, upon entering into an agreement with an individual or entity to deploy broadband infrastructure, to notify individuals and entities within that same census block of the agreement and of means to connect to, or benefit from, the broadband infrastructure or to join the agreement. Requires the Department of Transportation to install broadband conduits capable of supporting fiber optic communication cables.</i></p> <p>STATUS: 03/16/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE with author's amendments. 03/16/2021 Read second time and amended. Re-referred to ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE.</p> <p>CATEGORY: Broadband</p>
► AB 43	<p>AUTHOR: Friedman [D]</p> <p>TITLE: Traffic Safety</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: <i>Requires local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law.</i></p> <p>STATUS: 03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Planning</p>

AB 50	AUTHOR: Boerner Horvath [D] TITLE: Climate Adaptation Center and Regional Support Network INTRODUCED: 12/07/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Establishes the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation. STATUS: 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
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AB 51	AUTHOR: Quirk [D] TITLE: Regional Climate Adaptation Planning Groups INTRODUCED: 12/07/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. Requires the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans. STATUS: 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Planning
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AB 67	AUTHOR: Petrie-Norris [D] TITLE: Sea Level Rise: Working Group: Economic Analysis INTRODUCED: 12/07/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. STATUS: 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
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AB 72	AUTHOR: Petrie-Norris [D] TITLE: Environmental Protection: Coastal Adaptation Projects INTRODUCED: 12/07/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Enacts the Coastal Adaptation Permitting Act of 2021. Requires the Natural Resources Agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. STATUS: 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
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<p>► AB 95</p>	<p>AUTHOR: Low [D] TITLE: Employees: Bereavement Leave INTRODUCED: 12/07/2020 LAST AMEND: 03/22/2021 LOCATION: Assembly Labor and Employment Committee SUMMARY: Enacts the Bereavement Leave Act of 2021. Requires an employer with 25 or more employees to grant <i>a request made by an employee to take</i> up to 10 business days of unpaid bereavement leave upon the death of a spouse, child, parent, sibling, grandparent, grandchild, or domestic partner, in accordance with certain procedures, and subject to certain exclusions. Requires an employer with fewer than 25 employees to grant up to 3 business days of leave. STATUS: 03/22/2021 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.</i> 03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</i> CATEGORY: Employment Terms & Conditions</p>
<p>► AB 96</p>	<p>AUTHOR: O'Donnell [D] TITLE: Clean Truck, Bus, and Off-Road Vehicle and Technology INTRODUCED: 12/07/2020 LAST AMEND: 03/22/2021 LOCATION: Assembly Transportation Committee SUMMARY: Extends the requirement that 20 percent of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20 percent of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. STATUS: 03/22/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Funding</p>

► AB 106	<p>AUTHOR: Salas [D] TITLE: Regions Rise Grant Program INTRODUCED: 12/16/2020 LAST AMEND: 03/01/2021 LOCATION: Assembly Jobs, Economic Development, and The Economy Committee</p> <p>SUMMARY: <i>Establishes the Regions Rise Grant Program within GO-Biz to support inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. Requires GO-Biz to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. Requires the process for awarding grants to meet certain minimum conditions.</i></p> <p>STATUS: 03/01/2021 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY with author's amendments. 03/01/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</p> <p>CATEGORY: Miscellaneous</p>
AB 108	<p>AUTHOR: Cunningham [R] TITLE: Governor's Emergency Orders and Regulations: Approval INTRODUCED: 12/16/2020 LOCATION: Assembly Emergency Management Committee</p> <p>SUMMARY: Permits an order or regulation, or an amendment or rescission thereof, issued pursuant to specified California Emergency Services Act provisions 60 or more days after the proclamation, to take effect only if approved by a concurrent resolution of the Legislature.</p> <p>STATUS: 01/11/2021 To ASSEMBLY Committee on EMERGENCY MANAGEMENT.</p> <p>CATEGORY: Emergency Service Response</p>
► AB 111	<p>AUTHOR: Boerner Horvath [D] TITLE: Transportation: Zero-emission Vehicles INTRODUCED: 12/17/2020 LAST AMEND: 03/22/2021 LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: <i>Requires the Secretary of the Transportation Agency, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles.</i></p> <p>STATUS: 03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Planning</p>

► AB 117	AUTHOR:	Boerner Horvath [D]
	TITLE:	Air Quality Improvement Program: Electric Bicycles
	INTRODUCED:	12/18/2020
	LAST AMEND:	03/24/2021
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Specifies projects providing incentives for purchasing electric bicycles as projects eligible for funding under the Air Quality Improvement Program. Requires the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Rebate Pilot Project to provide <i>incentive</i> for purchases of electric bicycles.
	STATUS:	
	03/24/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/24/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Funding

AB 123	AUTHOR:	Gonzalez [D]
	TITLE:	Paid Family Leave: Weekly Benefit Amount
	INTRODUCED:	12/18/2020
	LOCATION:	Assembly Insurance Committee
	SUMMARY:	Revises the formula for determining benefits available pursuant to the family temporary disability insurance program, for periods of disability commencing after January 1, 2022, by redefining the weekly benefit amount to be equal to 90 percent of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation disability indemnity weekly benefit amount.
	STATUS:	
	01/11/2021	To ASSEMBLY Committee on INSURANCE.
	CATEGORY:	Employment Terms & Conditions

AB 237	AUTHOR:	Gray [D]
	TITLE:	Public Employment: Unfair Practices: Health Protection
	INTRODUCED:	01/12/2021
	LAST AMEND:	03/01/2021
	LOCATION:	Assembly Public Employment and Retirement Committee
	SUMMARY:	Makes it an unfair practice for a covered employer, as defined, to fail or refuse to maintain or pay for continued health care or other medical coverage for an enrolled employee or their enrolled dependents, for the duration of the enrolled employee's participation in the authorized strike, at the level and under the conditions that coverage would have been provided if the employee had continued to work in their position for the duration of the strike.
	STATUS:	
	03/01/2021	From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT With author's amendments.
	03/01/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Employment Terms & Conditions

AB 261	AUTHOR: Seyarto [R] TITLE: Authorized Emergency Vehicles INTRODUCED: 01/15/2021 LOCATION: Assembly Transportation Committee SUMMARY: Permits an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services. STATUS: 01/28/2021 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Planning
AB 273	AUTHOR: Irwin [D] TITLE: Cannabis: Advertisements: Highways INTRODUCED: 01/19/2021 LOCATION: Assembly Business and Professions Committee SUMMARY: Relates to highway advertisements for cannabis. Prohibits a licensee from advertising or marketing on a billboard or similar advertising device visible from an interstate highway or on a State highway within California. STATUS: 01/28/2021 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS. CATEGORY: Miscellaneous
► AB 284	AUTHOR: Rivas, R. [D] TITLE: Global Warming Solutions Act of 2006: Climate Goal INTRODUCED: 01/21/2021 LOCATION: Assembly Appropriations Committee SUMMARY: Requires the State Air Resources Board, when updating the scoping plan and in collaboration with the Natural Resources Agency and other relevant state agencies and departments, to take specified actions by a certain date, including, among others, identifying a 2045 climate goal, with interim milestones, for the state's natural and working lands. STATUS: 03/24/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-1) CATEGORY: Environment

AB 294	<p>AUTHOR: Santiago [D] TITLE: Vehicle Tow and Storage Act INTRODUCED: 01/21/2021 LOCATION: Assembly Transportation Committee SUMMARY: Establishes the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. Requires the board to maintain a public database on its internet website on vehicle towing businesses. Requires a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California. STATUS: 01/28/2021 To ASSEMBLY Committees on TRANSPORTATION and BUSINESS AND PROFESSIONS. CATEGORY: Miscellaneous</p>
► AB 302	<p>AUTHOR: Ward [D] TITLE: San Diego Metropolitan Transit Development Board INTRODUCED: 01/25/2021 LAST AMEND: 03/15/2021 LOCATION: Assembly Local Government Committee SUMMARY: <i>Defines the term for-hire vehicles services to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation. Expands to any city within the County of San Diego the authority of the San Diego Metropolitan Transit Development Board to enter into contracts to license or regulate for-hire vehicle services and to regulate vehicle safety and driver qualifications for passenger jitney service.</i> STATUS: 03/24/2021 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass. To Consent Calendar. (8-0)</i> CATEGORY: Rail and Transit</p>
AB 343	<p>AUTHOR: Fong [R] TITLE: California Public Records Act Ombudsperson INTRODUCED: 01/28/2021 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY: Establishes, within the California State Auditor's Office, the California Public Records Act Ombudsperson. Requires the California State Auditor to appoint the Ombudsperson subject to certain requirements. Requires the Ombudsperson to receive and investigate requests for review, determine whether the denials of original requests complied with the California Public Records Act, and issue written opinions of its determination. STATUS: 02/12/2021 To ASSEMBLY Committees on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW and JUDICIARY. CATEGORY: Audits, Records, Reports, and Litigation</p>

AB 346	<p>AUTHOR: Seyarto [R] TITLE: Privacy: Breach INTRODUCED: 01/28/2021 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: Relates to the Information Practices Act which requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person. Makes this requirement applicable if the information is accessed by an unauthorized person. STATUS: 02/12/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION. CATEGORY: Miscellaneous</p>
AB 349	<p>AUTHOR: Holden [D] TITLE: Department of Transportation: Contracting INTRODUCED: 01/28/2021 LOCATION: Assembly Transportation Committee SUMMARY: Clarifies that the Department of Transportation's requirement that it publish a notice of a project on its internet website does not affect the department's authority to use existing resources for outreach efforts for events to promote small business enterprises, including, but not limited to, those owned by women, minorities, disabled veterans, LGBT, and other disadvantaged groups, trainings to improve diversity, and resources for relationship development events. STATUS: 02/12/2021 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous</p>
AB 361	<p>AUTHOR: Rivas, R. [D] TITLE: Open Meetings: Local Agencies: Teleconferences INTRODUCED: 02/01/2021 LOCATION: Assembly Local Government Committee SUMMARY: Authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency. STATUS: 02/12/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Audits, Records, Report, and Litigation</p>

<p>► AB 363</p>	<p>AUTHOR: Medina [D] TITLE: Carl Moyer Air Quality Standards Attainment Program INTRODUCED: 02/01/2021 LAST AMEND: 03/23/2021 LOCATION: Assembly Transportation Committee SUMMARY: <i>Requires the state board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP).</i> STATUS: 03/23/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/23/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Environment</p>
<p>AB 371</p>	<p>AUTHOR: Jones-Sawyer [D] TITLE: Shared Mobility Devices: Insurance and Tracking INTRODUCED: 02/01/2021 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: Requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille to identify the device for the purpose of tracking and reporting. Specifies that the required insurance for shared mobility providers shall apply to any personal injury or property damage suffered by a pedestrian when the injury involves, in whole or in part, the negligent conduct of the shared mobility device owner or user. STATUS: 02/12/2021 To ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and JUDICIARY. CATEGORY: Miscellaneous</p>
<p>► AB 455</p>	<p>AUTHOR: Bonta [D] TITLE: Bay Bridge Fast Forward Program INTRODUCED: 02/08/2021 LAST AMEND: 03/25/2021 LOCATION: Assembly Transportation Committee SUMMARY: Requires the Bay Area Toll Authority, in consultation with the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. STATUS: 03/25/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/25/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Rail and Transit</p>

AB 459	AUTHOR: Mathis [R] TITLE: Vehicles: Registration Fees: Exceptions INTRODUCED: 02/08/2021 LOCATION: Assembly Transportation Committee SUMMARY: Extends a prorated discount on vehicle registration fees, as specified, to a partially disabled veteran, as defined. STATUS: 03/22/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on MILITARY AND VETERANS AFFAIRS. (15-0) CATEGORY: Funding
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► AB 476	AUTHOR: Mullin [D] TITLE: State Highways: Transit Bus Pilot Program INTRODUCED: 02/08/2021 LAST AMEND: 03/16/2021 LOCATION: Assembly Transportation Committee SUMMARY: Authorizes the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. Provides requirements for the pilot program. STATUS: 03/16/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/16/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Rail and Transit
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AB 512	AUTHOR: Holden [D] TITLE: Surplus Unimproved Property: City of Los Angeles INTRODUCED: 02/09/2021 LOCATION: Assembly Housing and Community Development Committee SUMMARY: Requires the Department of Transportation to offer to sell specified unimproved properties in the City of Los Angeles, City of Pasadena, and City of South Pasadena at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes. STATUS: 02/18/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT. CATEGORY: Surplus Land
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► AB 513	<p>AUTHOR: Bigelow [R]</p> <p>TITLE: Employment: Telecommuting Employees</p> <p>INTRODUCED: 02/09/2021</p> <p>LAST AMEND: 03/17/2021</p> <p>LOCATION: Assembly Labor and Employment Committee</p> <p>SUMMARY: Authorizes an employee working from home <i>or a remote location not at a physical location of the employer</i> to receive legally required notices and postings electronically and sign certain documents electronically.</p> <p>STATUS: 03/17/2021 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.</i> 03/17/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 550	<p>AUTHOR: Chiu [D]</p> <p>TITLE: Vehicles: Speed Safety System Pilot Program</p> <p>INTRODUCED: 02/10/2021</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Requires the Secretary of Transportation to develop and adopt guidelines for the implementation of pilot programs that, in the judgment of the secretary, are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems, as defined.</p> <p>STATUS: 03/22/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Planning</p>
► AB 585	<p>AUTHOR: Rivas [D]</p> <p>TITLE: Climate Change: Extreme Heat and Community Resilience</p> <p>INTRODUCED: 02/11/2021</p> <p>LAST AMEND: 03/17/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: Establishes the Extreme Heat and Community Resilience Program <i>and would require the Office of Planning and Research to administer the program.</i></p> <p>STATUS: 03/24/2021 <i>From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (9-0)</i></p> <p>CATEGORY: Environment</p>

AB 604	AUTHOR: Daly [D] TITLE: Road Maintenance and Rehabilitation Account INTRODUCED: 02/11/2021 LOCATION: Assembly Transportation Committee SUMMARY: Continuously appropriates interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program. STATUS: 02/18/2021 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding
AB 654	AUTHOR: Reyes [D] TITLE: COVID-19: Exposure: Notification INTRODUCED: 02/12/2021 LOCATION: Assembly Labor and Employment Committee SUMMARY: Requires the State Department of Public Health to make workplace and industry information received from local public health departments available on its internet website in a manner that, among other things, allows the public to track the number of COVID-19 cases and outbreaks by both workplace and industry. STATUS: 02/25/2021 To ASSEMBLY Committee on LABOR AND EMPLOYMENT. CATEGORY: Employment Terms & Conditions
AB 660	AUTHOR: Cooper [D] TITLE: Dept. of Motor Vehicles: Records: Pull-Notice System INTRODUCED: 02/12/2021 LOCATION: Assembly Communications and Conveyance Committee SUMMARY: Relates to existing law which requires an employer of a driver of certain vehicles to obtain a report from DMV that shows the driver's current record. Expands the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries. STATUS: 02/25/2021 To ASSEMBLY Committees on COMMUNICATIONS AND CONVEYANCE and TRANSPORTATION. CATEGORY: Employment Terms & Conditions

AB 680	<p>AUTHOR: Burke [D]</p> <p>TITLE: Greenhouse Gas Reduction Fund: Just Transition Act</p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: Assembly Labor and Employment Committee</p> <p>SUMMARY: Enacts the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the State Air Resources Board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies.</p> <p>STATUS: 02/25/2021 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and NATURAL RESOURCES.</p> <p>CATEGORY: Employment Terms & Conditions</p>
AB 703	<p>AUTHOR: Rubio [D]</p> <p>TITLE: Open Meetings: Local Agencies: Teleconferences</p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: Assembly Labor and Employment Committee</p> <p>SUMMARY: Removes the requirements of the Ralph M. Brown Act particular to teleconferencing and allows for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment.</p> <p>STATUS: 02/25/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT.</p> <p>CATEGORY: Public Meetings</p>
AB 712	<p>AUTHOR: Calderon [D]</p> <p>TITLE: Local Agency Public Construction Act: Change Orders</p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY: Relates to the Local Agency Public Construction Act change orders. Authorizes the board of supervisors and the board of directors of a district, as applicable, at the time the board delegates authority under a contract, to implement appropriate measures to prevent fraud and ensure accountability for that delegated authority.</p> <p>STATUS: 02/25/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT.</p> <p>CATEGORY: Public Works</p>

► AB 713	AUTHOR:	Garcia, C. [D]
	TITLE:	Health Analysis: Transportation Policies, Programs
	INTRODUCED:	02/12/2021
	LAST AMEND:	03/22/2021
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires the Transportation Agency, in collaboration with specified state agencies, to develop an action plan to better integrate health analysis broadly into the design and implementation of the state's transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits.
	STATUS:	
	03/22/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/22/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Planning

► AB 761	AUTHOR:	Chen [R]
	TITLE:	County Employees' Retirement: Personnel: Orange County
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/18/2021
	LOCATION:	Assembly Public Employment and Retirement Committee
	SUMMARY:	Authorizes the board of retirement for Orange County to appoint an administrator, assistant administrators, a chief investment officer, subordinate investment officers, senior management employees, legal counsel, and other specified employees. Provides that the personnel appointed pursuant to these provisions would not be county employees subject to county civil service and merit system rules, and instead would be employees of the retirement system.
	STATUS:	
	03/18/2021	From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT With author's amendments.
	03/18/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Employment Terms & Conditions

AB 786	AUTHOR:	Cervantes [D]
	TITLE:	California Transportation Commission: Director
	INTRODUCED:	02/16/2021
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires the Executive Director of the California Transportation Commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.
	STATUS:	
	02/25/2021	To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY:	Miscellaneous

► AB 794	AUTHOR:	Carrillo [D]
	TITLE:	Air Pollution: Financial Incentive Programs
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/25/2021
	LOCATION:	Assembly Labor and Employment Committee
	SUMMARY:	States the intent of the Legislature to enact subsequent legislation to provide the requisite authority to the State Air Resources Board to promulgate rules designed to maximize economic benefits of its grant, loan, and incentive programs.
	STATUS:	
	03/25/2021	To ASSEMBLY Committees on LABOR AND EMPLOYMENT and TRANSPORTATION.
	03/25/2021	From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.
	CATEGORY:	Environment

AB 811	AUTHOR:	Rivas [D]
	TITLE:	LA County Metropolitan Transportation Authority
	INTRODUCED:	02/16/2021
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	Relates to existing law which authorizes the Los Angeles County Metropolitan Transportation Authority to award a contract after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. Eliminates the requirement to make the finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions.
	STATUS:	
	02/25/2021	To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.
	CATEGORY:	Public Works

► AB 819	AUTHOR:	Levine [D]
	TITLE:	Environmental Quality Act: Notices and Documents
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/16/2021
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Requires the lead agency under CEQA to post notices to persons who have filed a written request for notices on their internet website. Requires a lead agency to submit to the State Clearinghouse, in electronic form, specified environmental review documents for all projects and would require the lead agency and project applicant to post those documents on their internet website.
	STATUS:	
	03/24/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on APPROPRIATIONS. (11-0)
	CATEGORY:	Environment

AB 823	AUTHOR: Gray [D] TITLE: High-Speed Rail Authority: Combustion Engines INTRODUCED: 02/16/2021 LOCATION: Assembly Transportation Committee SUMMARY: Prohibits the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified. STATUS: 02/25/2021 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail and Transit
AB 833	AUTHOR: Quirk-Silva [D] TITLE: State Government: Grants: Administrative Costs INTRODUCED: 02/16/2021 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY: Requires any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government from expending more than 5 percent of grant funds for administrative costs, except as provided. Specifies that it is not intended to affect federal funding. STATUS: 02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. CATEGORY: Planning
AB 845	AUTHOR: Rodriguez [D] TITLE: Disability Retirement: COVID-19: Presumption INTRODUCED: 02/17/2021 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY: Creates a presumption, applicable to the retirement systems that the Public Employees' Pension Reform Act of 2013 (PEPRA) regulates and to specified members in those systems, that would be applied to disability retirements on the basis, in whole or in part, of a Coronavirus 2019-related illness. Requires, in this circumstance, that it be presumed the disability arose out of, or in the course of, the member's employment. STATUS: 02/25/2021 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Employment Terms & Conditions

AB 859	<p>AUTHOR: Irwin [D] TITLE: Mobility Devices: Personal Information INTRODUCED: 02/17/2021 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: Authorizes a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. STATUS: 02/25/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION. CATEGORY: Miscellaneous</p>
AB 878	<p>AUTHOR: Dahle [R] TITLE: Wildlife Resources: Natural Community Conservation Plan INTRODUCED: 02/17/2021 LOCATION: Assembly Water, Parks and Wildlife Committee SUMMARY: Relates to Wildlife resources, natural community conservation plans and public review and comment. Expands the time for public review and comment on a proposed planning agreement from 21 calendar days to 21 business days. STATUS: 02/25/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION. CATEGORY: Planning</p>
► AB 885	<p>AUTHOR: Quirk [D] TITLE: Bagley-Keene Open Meeting Act: Teleconferencing INTRODUCED: 02/17/2021 LAST AMEND: 03/24/2021 LOCATION: Assembly Governmental Organization Committee SUMMARY: Requires a state body that elects to conduct a meeting or proceeding by teleconference to make the portion that is required to be open to the public both audibly and visually observable. <i>Requires a state body that elects to conduct a meeting or proceeding by teleconference to post an agenda at the designated primary physical meeting location in the notice of the meeting where members of the public may physically attend the meeting and participate.</i> STATUS: 03/24/2021 From ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION with author's amendments. 03/24/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION. CATEGORY: Public Meetings</p>

AB 893	<p>AUTHOR: Davies [R]</p> <p>TITLE: Emergency Regulations: Department of Public Health</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Assembly Accountability and Administrative Review Committee</p> <p>SUMMARY:</p> <p>Requires the Division of Occupational Safety and Health or the State Department of Public Health, within 14 calendar days of the release of a federal recommendation that conflicts with an emergency regulation related to Coronavirus issued by the division or the department, to review the conflicting emergency regulation and make a determination to either amend the regulation or submit a report to the Legislature on the decision not to amend the regulation, as specified.</p> <p>STATUS:</p> <p>02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</p> <p>CATEGORY: Emergency Response Services</p>
AB 897	<p>AUTHOR: Mullin [D]</p> <p>TITLE: Office of Planning and Research: Regional Climate</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY:</p> <p>Requires the Office of Planning and Research to provide technical assistance to eligible entities developing regional climate networks and plans. Requires, by July 1, 2022, the Office to make recommendations to certain policy committees of the Legislature on developing state support for the work of regional climate networks, as prescribed, and the potential sources of financial assistance and options for distributing state funds to support the creation and implementation of plans.</p> <p>STATUS:</p> <p>02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</p> <p>CATEGORY: Environment</p>
AB 906	<p>AUTHOR: Carrillo [D]</p> <p>TITLE: Zero-Emission Trucks: Tax and Fee Exemptions</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Assembly Revenue and Taxation Committee</p> <p>SUMMARY:</p> <p>Exempts from sales and use taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.</p> <p>STATUS:</p> <p>02/25/2021 To ASSEMBLY Committees on REVENUE AND TAXATION and TRANSPORTATION.</p> <p>CATEGORY: Funding</p>

AB 908	AUTHOR: Frazier [D] TITLE: Natural Resources Agency: Statewide Natural Resources INTRODUCED: 02/17/2021 LOCATION: Assembly Natural Resources Committee SUMMARY: <p>Requires the Natural Resources Agency, to the extent a specified appropriation is made, to prepare a comprehensive, statewide inventory of the natural resources of the state and establish treatment measures necessary to protect those resources, and to post its initial inventory on its internet website on or before January 1, 2023, with annual updates on or before January 1 of each year thereafter.</p> STATUS: 02/25/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
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AB 909	AUTHOR: Frazier [D] TITLE: Wildfire Risk Assessment Map INTRODUCED: 02/17/2021 LOCATION: Assembly Natural Resources Committee SUMMARY: <p>Requires the Department of Forestry and Fire Protection, in consultation with the California Fire Science Consortium and the Department of Insurance to develop a fire risk assessment map for the state that quantifies the risks of wildfire for a parcel of land for a time span of 50 years. Requires the department to annually update the wildfire risk assessment map.</p> STATUS: 02/25/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
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AB 917	AUTHOR: Bloom [D] TITLE: Vehicles: Video Imaging of Parking Violations INTRODUCED: 02/17/2021 LOCATION: Assembly Transportation Committee SUMMARY: <p>Extends the authorization to enforce parking violations in specified transit-only traffic lanes through the use of video imaging to any public transit operator in the state. Expands the authorization to enforce parking violations to include violations occurring at transit stops and stations.</p> STATUS: 02/25/2021 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION. CATEGORY: Rail and Transit
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AB 919	AUTHOR: Grayson [D] TITLE: Construction Defects: Actions: Statute of Limitations INTRODUCED: 02/17/2021 LOCATION: Assembly Judiciary Committee SUMMARY: <p>Shortens the timeframe in which an action may be brought, for underlying construction projects using a skilled and trained workforce, to no more than 5 years after substantial completion of the improvement but no later than the date the notice of completion is recorded.</p> STATUS: 02/25/2021 To ASSEMBLY Committee on JUDICIARY. CATEGORY: Public Works
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► AB 926	AUTHOR:	Mathis [R]
	TITLE:	Fire Prevention: Local Assistance Grant Program
	INTRODUCED:	02/17/2021
	LAST AMEND:	03/08/2021
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	<i>Expands the definition of fire prevention activities to include the removal of hazardous dead trees, creation of fuel breaks and community defensible spaces, and creation of ingress and egress corridors. Requires the department to prioritize projects that have a completed, or nearly completed, environmental review document, as provided. Authorizes the department to consider and evaluate the wildfire risk within the proposed project area.</i>
	STATUS:	
	03/08/2021	From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
	03/08/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

► AB 943	AUTHOR:	Garcia, E. [D]
	TITLE:	Global Warming Solutions Act: Greenhouse Gas Reduction
	INTRODUCED:	02/17/2021
	LAST AMEND:	03/11/2021
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	<i>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.</i>
	STATUS:	
	03/11/2021	To ASSEMBLY Committee on NATURAL RESOURCES.
	03/11/2021	From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
	03/11/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

AB 950	AUTHOR:	Ward [D]
	TITLE:	Department of Transportation: Sales of Excess Property
	INTRODUCED:	02/17/2021
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	Authorizes the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, as specified. Exempts these transfers and sales from the California Environmental Quality Act.
	STATUS:	
	02/25/2021	To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
	CATEGORY:	Surplus Land

► AB 955	<p>AUTHOR: Quirk [D]</p> <p>TITLE: Highways: Encroachment Permits: Broadband Facilities</p> <p>INTRODUCED: 02/17/2021</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Establishes additional procedures for the department's review of an application for an encroachment permit for a broadband facility. Requires the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information.</p> <p>STATUS: 03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Planning</p>
► AB 983	<p>AUTHOR: Garcia [D]</p> <p>TITLE: Public Contracts: Construction Projects: Community Work</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Assembly Labor and Employment Committee</p> <p>SUMMARY: Authorizes a public entity to use, enter into, or require contractors to enter into, a community workforce agreement for specified construction projects, including projects related to renewable energy and installation of emission controls in refineries.</p> <p>STATUS: 03/04/2021 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</p> <p>CATEGORY: Public Works</p>
► AB 984	<p>AUTHOR: Rivas [D]</p> <p>TITLE: Vehicle Identification and Registration</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Authorizes the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. Requires the Department of Motor Vehicles to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include approval of the alternative devices by the Department of the California Highway Patrol.</p> <p>STATUS: 03/04/2021 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION.</p> <p>CATEGORY: Miscellaneous</p>

<p>► AB 992</p>	<p>AUTHOR: Cooley [D] TITLE: Hybrid/Zero-Emission Truck and Bus Voucher Incentive INTRODUCED: 02/18/2021 LAST AMEND: 03/25/2021 LOCATION: Assembly Transportation Committee SUMMARY: Requires the state board to ensure that a person or entity that purchases a hybrid or zero-emission truck or bus for purposes of placing that vehicle on a peer-to-peer truck sharing platform for use by various operators is eligible for financial assistance under the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project established as a part of the Air Quality Improvement Program. STATUS: 03/25/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/25/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Funding</p>
<p>► AB 1001</p>	<p>AUTHOR: Garcia, C. [D] TITLE: Environmental Permitting and Air Pollution INTRODUCED: 02/18/2021 LAST AMEND: 03/15/2021 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the state Environmental Protection Agency to publish, maintain, and update a list of overburdened communities in relation to pollution. Requires a permitting agency to take certain actions for an application for a new environmental permit, as defined, or the renewal of an environmental permit for a facility located in an overburdened community. Requires air districts to adopt an expedited schedule for the implementation of best available control technology. STATUS: 03/15/2021 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/15/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES. CATEGORY: Environment</p>
<p>► AB 1028</p>	<p>AUTHOR: Seyarto [R] TITLE: Telework Flexibility Act INTRODUCED: 02/18/2021 LOCATION: Assembly Labor and Employment Committee SUMMARY: Concerns the Telework Flexibility Act. Authorizes any nonexempt employee working from home who is not under the physical control of the employer to choose when to take any meal or rest period during the workday, if the employer has not already scheduled a meal or rest period within the requirements of the law. Requires an employer to notify the employee of this right one time, when the employee begins working from home. STATUS: 03/04/2021 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and JUDICIARY. CATEGORY: Employment Terms & Conditions</p>

► AB 1035	<p>AUTHOR: Salas [D]</p> <p>TITLE: Transportation: Road Maintenance and Rehabilitation</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Deletes the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible. Requires those cities and counties to apply standard specifications that allow for the use of recycled materials at or above the level allowed in the Department of Transportation's most recently published standard specifications for recycled base and subbase materials.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Funding</p>
► AB 1037	<p>AUTHOR: Grayson [D]</p> <p>TITLE: Infrastructure Construction: Digital Construction</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Jobs, Economic Development, and The Economy Committee</i></p> <p>SUMMARY: Requires an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, and embodied carbon, and to improve delivery times and project quality.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p>CATEGORY: Funding</p>
► AB 1041	<p>AUTHOR: Wicks [D]</p> <p>TITLE: Leave Issues</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Expands the population that an employee can take leave to care for to include any other individual related by blood or whose close association with the employee is the equivalent of a family relationship.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committees on LABOR AND EMPLOYMENT and INSURANCE.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>

► AB 1047	<p>AUTHOR: Daly [D]</p> <p>TITLE: Road Repair and Accountability Act of 2017: Reporting</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/26/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Requires the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. Requires the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</p> <p>STATUS: 03/26/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/26/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Miscellaneous</p>
► AB 1049	<p>AUTHOR: Davies [R]</p> <p>TITLE: Public Transportation Account: Loan Repayment</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Provides that the Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to a specific amount as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. Requires \$54 million from these loans to be repaid to the Public Transportation Account.</p> <p>STATUS: 03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</p> <p>CATEGORY: Funding</p>
► AB 1069	<p>AUTHOR: Lackey [R]</p> <p>TITLE: Zero-Emission Passenger Vehicles</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Establishes a goal of the state for 60 percent of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community. Prohibits the State Air Resources Board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are also designed to achieve the goal established by this bill simultaneously.</p> <p>STATUS: 03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</p> <p>CATEGORY: Miscellaneous</p>

► AB 1074	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Employment: Rehiring and Retention: Displaced Workers</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Requires an employer to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. Prohibits an employer from refusing to employ, terminating, reducing compensation, or taking other adverse action against any person for seeking to enforce their rights under these provisions.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 1091	<p>AUTHOR: Berman [D]</p> <p>TITLE: Santa Clara Valley Transportation Authority: Board</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Local Government Committee</i></p> <p>SUMMARY: Reforms the governance structure of the Santa Clara Valley Transportation Authority. Reduces the size of the VTA board from 12 voting members to 9 voting members: 5 members appointed by the Santa Clara County Board of Supervisors, 2 members appointed by the City of San Jose, and 2 members appointed by the remaining cities in Santa Clara County.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on LOCAL GOVERNMENT.</i></p> <p>CATEGORY: Miscellaneous</p>
► AB 1110	<p>AUTHOR: Rivas [D]</p> <p>TITLE: Zero-Emission Vehicles: Clean Fleet Program</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/23/2021</p> <p>LOCATION: <i>Assembly Jobs, Economic Development, and The Economy Committee</i></p> <p>SUMMARY: Establishes the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). Requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles by a public agency.</p> <p>STATUS: 03/23/2021 <i>From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY with author's amendments.</i> 03/23/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p>CATEGORY: Funding</p>

► AB 1116	<p>AUTHOR: Friedman [D] TITLE: High-Speed Rail Authority: Oversight INTRODUCED: 02/18/2021 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Requires the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the High-Speed Rail Authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system. STATUS: 03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Rail and Transit</p>
► AB 1147	<p>AUTHOR: Friedman [D] TITLE: <i>Active Transportation Program</i> INTRODUCED: 02/18/2021 LAST AMEND: 03/18/2021 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: <i>Requires the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.</i> STATUS: 03/18/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/18/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Planning</p>
► AB 1154	<p>AUTHOR: Patterson [R] TITLE: Environmental Quality Act: Exemption: Egress Route INTRODUCED: 02/18/2021 LOCATION: <i>Assembly Natural Resources Committee</i> SUMMARY: Exempts from California Environmental Quality Act egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. Requires the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. STATUS: 03/04/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i> CATEGORY: Environment</p>

► AB 1157	<p>AUTHOR: Lee [D]</p> <p>TITLE: <i>Controller: Transportation Funds: Distribution</i></p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/15/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: <i>Requires local transportation agencies to report to the Controller the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds within a certain period at the end of each fiscal year. Requires the Controller to compile, publish, and make publicly available on the Controller's website certain data related to local transportation fund expenditures.</i></p> <p>STATUS: 03/15/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/15/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Funding</p>
► AB 1179	<p>AUTHOR: Carrillo [D]</p> <p>TITLE: Employer Provided Benefit: Backup Childcare</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Requires an employer to provide an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment, with up to 60 hours of paid backup childcare benefits, to be accrued and used as provided. Defines backup childcare as childcare provided by a qualified backup childcare provider to the employee's child when the employee's regular childcare provider cannot be utilized.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 1189	<p>AUTHOR: Bloom [D]</p> <p>TITLE: Transportation: Indirect Cost of Recovery: Wildlife</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Prohibits the Department of Transportation from charging for administration indirect cost recovery, as outlined in the department's Indirect Cost Recovery Proposal, for any wildlife crossing project that receives private funding for more than 50 percent of the project cost, and would require the department to charge these projects for functional overhead.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Funding</p>

▶ AB 1202	<p>AUTHOR: Cervantes [D]</p> <p>TITLE: Emergency Services: Local Government</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Emergency Management Committee</p> <p>SUMMARY: Requires a county, including a city and county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. Requires a county, including a city and county, to designate, prearrange, and procure space to aid in sheltering and transporting its homeless population during local and state emergencies.</p> <p>STATUS: 03/22/2021 From ASSEMBLY Committee on EMERGENCY MANAGEMENT with author's amendments. 03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EMERGENCY MANAGEMENT.</p> <p>CATEGORY: Emergency Response Services</p>
▶ AB 1205	<p>AUTHOR: Frazier [D]</p> <p>TITLE: State Air Resources Board: Elections</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/18/2021</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY: Requires a certain composition of the Air Resources Board</p> <p>STATUS: 03/18/2021 To ASSEMBLY Committee on NATURAL RESOURCES. 03/18/2021 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/18/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Miscellaneous</p>
▶ AB 1209	<p>AUTHOR: McCarty [D]</p> <p>TITLE: Transportation Planning: Green Means Go Grant Program</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Requires the Sacramento Area Council Of Government, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined.</p> <p>STATUS: 03/04/2021 To ASSEMBLY Committees on TRANSPORTATION and HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>CATEGORY: Funding</p>

► AB 1218	<p>AUTHOR: McCarty [D] TITLE: Motor Vehicle Greenhouse Gas Emissions Standards INTRODUCED: 02/19/2021 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Declares that, to help achieve the states climate and air quality goals and mandates, it is the goal of the state that 100 percent of new passenger and light-duty vehicle sales are zero-emission vehicles by 2035. Requires, on and after January 1, 2023, total passenger vehicles and light-duty vehicles sold by a manufacturer in the state in a calendar year to meet specified greenhouse gas emissions standards pursuant to a tiered plan. STATUS: <i>03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Environment</p>
► AB 1226	<p>AUTHOR: McCarty [D] TITLE: Capitol Corridor Rail Line: Capital Improvements INTRODUCED: 02/19/2021 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Appropriates an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor. STATUS: <i>03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Rail and Transit</p>
► AB 1235	<p>AUTHOR: Patterson [R] TITLE: High-Speed Rail: Legislative Oversight INTRODUCED: 02/19/2021 LOCATION: <i>Assembly Transportation Committee</i> SUMMARY: Creates the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the states programs, policies, and investments related to high-speed rail. STATUS: <i>03/11/2021 To ASSEMBLY Committee on TRANSPORTATION.</i> CATEGORY: Rail and Transit</p>

► AB 1255	<p>AUTHOR: Bloom [D]</p> <p>TITLE: Fire prevention: Department of Forestry</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY: <i>Relates to fire prevention. Concerns Department of Forestry and Fire Protection. Concerns grant programs. Requires the department, in coordination with the Secretary of the Natural Resources Agency, to facilitate regional, habitat specific, and area specific approaches to fire risk reduction, prevention, and restoration of projects that improve community safety, protect sites and structures, restore burned habitat, reduce catastrophic wildfires, and protect natural resources.</i></p> <p>STATUS: 03/04/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Environment</p>
► AB 1260	<p>AUTHOR: Chen [R]</p> <p>TITLE: California Environmental Quality Act: Exemptions</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY: <i>Exempts further from the requirements of CEQA, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.</i></p> <p>STATUS: 03/06/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Environment</p>
► AB 1271	<p>AUTHOR: Ting [D]</p> <p>TITLE: Surplus Land</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/11/2021</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY: <i>Provides that certain surplus land provisions do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law.</i></p> <p>STATUS: 03/11/2021 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT. 03/11/2021 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 03/11/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</p> <p>CATEGORY: Surplus Land</p>

► AB 1291	<p>AUTHOR: Frazier [D]</p> <p>TITLE: State Bodies: Open Meetings</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Governmental Organization Committee</i></p> <p>SUMMARY: Requires a state body, when it limits time for public comment, to provide at least twice the allotted time to a member of the public who utilizes translating technology to address the state body.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION.</i></p> <p>CATEGORY: Public Meetings</p>
► AB 1296	<p>AUTHOR: Kamlager [D]</p> <p>TITLE: South Coast Air Quality Management District</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: Increases the number of members of the South Coast Air Quality Management District board to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: Miscellaneous</p>
► AB 1312	<p>AUTHOR: Rodriguez [D]</p> <p>TITLE: Vehicular Fuels: Renewable and Clean Hydrogen</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: Allows a green hydrogen production facility and distribution credit against the personal income and corporate income taxes for each taxable year to a qualified taxpayer for qualified building or qualified distribution costs. Decreases the credit as the amount of green hydrogen produced on average per day in the state increases and would decrease the hydrogen infrastructure credit as the number of public hydrogen fueling stations in operation in the state increases.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committees on NATURAL RESOURCES and REVENUE AND TAXATION.</i></p> <p>CATEGORY: Funding</p>

▶ AB 1337	<p>AUTHOR: Lee [D]</p> <p>TITLE: Transportation: Transit District Policing</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Public Safety Committee</i></p> <p>SUMMARY: Provides that a member of a transit district's police department whose primary duty is the enforcement of the law in or about properties, facilities, or vehicles upon which the district owes policing responsibilities to a local government is also a peace officer whose authority extends to any place in the state. Specifies that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.</p> <p>STATUS: 03/04/2021 <i>To ASSEMBLY Committees on PUBLIC SAFETY and TRANSPORTATION.</i></p> <p>CATEGORY: Rail and Transit</p>
▶ AB 1382	<p>AUTHOR: Patterson [R]</p> <p>TITLE: Department of Motor Vehicles: Electronic Transactions</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: Requires the Department of Motor Vehicles to establish a virtual field office allowing the electronic completion of transactions that require manual review by the department. Permits the department to allow transactions to be conducted through the virtual field office. Makes conforming changes.</p> <p>STATUS: 03/11/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Miscellaneous</p>
▶ AB 1384	<p>AUTHOR: Gabriel [D]</p> <p>TITLE: Resiliency Through Adaptation, Economic Vitality</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: Requires the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for certain years. Requires agencies identified in the framework to coordinate with regional entities and engage vulnerable communities who have been impacted by climate change.</p> <p>STATUS: 03/11/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: Environment</p>

► AB 1389	<p>AUTHOR: Reyes [D]</p> <p>TITLE: <i>Alternative and Renewable Fuel and Vehicle Technology</i></p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/25/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>SUMMARY: <i>States the intent of the Legislature to enact subsequent legislation to modify the Alternative and Renewable Fuel and Vehicle Technology Program.</i></p> <p>STATUS: 03/25/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i> 03/25/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/25/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p>CATEGORY: <i>Funding</i></p>
► AB 1395	<p>AUTHOR: Muratsuchi [D]</p> <p>TITLE: <i>Greenhouse Gases: Carbon Neutrality</i></p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: <i>Declares the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. Requires the State Air Resources Board to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality.</i></p> <p>STATUS: 03/11/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: <i>Environment</i></p>
► AB 1401	<p>AUTHOR: Friedman [D]</p> <p>TITLE: <i>Residential And Commercial Development: Parking</i></p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: <i>Assembly Local Government Committee</i></p> <p>SUMMARY: <i>Relates to residential and commercial development. Relates to parking requirements. Prohibits a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined, or located within a low-vehicle miles traveled area, as defined.</i></p> <p>STATUS: 03/11/2021 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.</i></p> <p>CATEGORY: <i>Planning</i></p>

► AB 1408	<p>AUTHOR: <i>Petrie-Norris [D]</i></p> <p>TITLE: <i>Coastal Resources: Coastal Development Permits</i></p> <p>INTRODUCED: <i>02/19/2021</i></p> <p>LOCATION: <i>Assembly Natural Resources Committee</i></p> <p>SUMMARY: Authorizes a city or county, at the request of an applicant for a coastal development permit, to waive or reduce the permit fee for specified projects. Authorizes the applicant, if a city or county rejects a fee waiver or fee reduction request, to submit the coastal development permit application directly to the California Coastal Commission.</p> <p>STATUS: <i>03/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p>CATEGORY: <i>Environment</i></p>
► AB 1447	<p>AUTHOR: <i>Cooley [D]</i></p> <p>TITLE: <i>Rural California Infrastructure Act</i></p> <p>INTRODUCED: <i>02/19/2021</i></p> <p>LOCATION: <i>Assembly Emergency Management Committee</i></p> <p>SUMMARY: Establishes the Rural California Infrastructure Act to award grants to specified local agencies to fund rural infrastructure projects, as defined. Creates the Rural California Infrastructure Committee, consisting of 7 appointed members, to establish, by July 1, 2022, an application process for the grants and to award the grants, beginning on January 1, 2023, and every 2 years thereafter, in accordance with specified priorities.</p> <p>STATUS: <i>03/11/2021 To ASSEMBLY Committees on EMERGENCY MANAGEMENT and JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p>CATEGORY: <i>Miscellaneous</i></p>
► AB 1453	<p>AUTHOR: <i>Muratsuchi [D]</i></p> <p>TITLE: <i>Environmental Justice: Just Transition Commission</i></p> <p>INTRODUCED: <i>02/19/2021</i></p> <p>LOCATION: <i>Assembly Labor and Employment Committee</i></p> <p>SUMMARY: Establishes the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy.</p> <p>STATUS: <i>03/11/2021 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and NATURAL RESOURCES.</i></p> <p>CATEGORY: <i>Employment Terms & Conditions</i></p>

► AB 1463	<p>AUTHOR: O'Donnell [D]</p> <p>TITLE: California Global Warming Solutions Act of 2006</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY: Requires the State Air Resources Board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels.</p> <p>STATUS: 03/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p>CATEGORY: Environment</p>
► AB 1471	<p>AUTHOR: Villapudua [D]</p> <p>TITLE: Public Utilities Commission</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Utilities and Energy Committee</p> <p>SUMMARY: States that when selecting and confirming members of the Public Utilities Commission, the Governor and the Senate should consider achieving regional diversity by selecting candidates with a permanent residence in northern California, the central valley, and southern California.</p> <p>STATUS: 03/11/2021 To ASSEMBLY Committee on UTILITIES AND ENERGY.</p> <p>CATEGORY: Miscellaneous</p>
► AB 1472	<p>AUTHOR: Nazarian [D]</p> <p>TITLE: Meyers-Milias-Brown Act: Public Employees</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Assembly Public Employment and Retirement Committee</p> <p>SUMMARY: <i>Revises the definition of public employee for the purpose of the Meyers-Milias Brown Act to also include any physician employed solely or jointly by the County of Ventura.</i></p> <p>STATUS: 03/11/2021 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.</p> <p>CATEGORY: Employment Terms & Conditions</p>

▶ AB 1510	AUTHOR:	Garcia [D]
	TITLE:	Unauthorized Workers: Essential Worker
	INTRODUCED:	02/19/2021
	LAST AMEND:	03/17/2021
	LOCATION:	<i>Assembly Labor and Employment Committee</i>
	SUMMARY:	Relates to unauthorized workers. Requires the Employment Development Department to determine the extent of labor shortages in the state's essential critical infrastructure workforce sectors and provide that information to specified federal government entities. Requires the department to convene a working group to address the issues relating to a work permit program for unauthorized persons who are essential critical infrastructure workforce employees to work and live in the state.
	STATUS:	
	03/17/2021	<i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.</i>
	03/17/2021	<i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</i>
	CATEGORY:	Employment Terms & Conditions

▶ AB 1523	AUTHOR:	Gallagher [D]
	TITLE:	Greenhouse Gases
	INTRODUCED:	02/19/2021
	LOCATION:	<i>Assembly Natural Resources Committee</i>
	SUMMARY:	Revises the California Global Warming Solutions Act of 2006 by designating the State Air Resources Board with the responsibility of regulating vehicular sources of emissions of greenhouse gases and each district with the responsibility of regulating all sources, other than vehicular sources, of emissions of greenhouse gases within its jurisdiction.
	STATUS:	
	03/11/2021	To ASSEMBLY Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

AB 1539 (Levine), which pertained to electric vehicle infrastructure, was gut and amended to relate to commercial vessel insurance. Therefore, the bill has been removed from the matrix.

► AB 1553	AUTHOR:	O'Donnell [D]
	TITLE:	Department of Transportation: homeless encampments.
	INTRODUCED:	02/19/2021
	LAST AMEND:	03/25/2021
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires the department of transportation to establish a pilot program for cleanup efforts at homeless encampments on department property. Requires the department of transportation to develop a plan to conduct cleanup efforts at all homeless encampments on department property within the City of Long Beach and authorize the department to develop plans to conduct cleanup efforts at homeless encampments on other department property.
	STATUS:	
	03/25/2021	To ASSEMBLY Committee on TRANSPORTATION.
	03/25/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Homelessness

ACA 1	AUTHOR:	Aguiar-Curry [D]
	TITLE:	Local Government Financing: Affordable Housing
	INTRODUCED:	12/07/2020
	LOCATION:	Assembly
	SUMMARY:	Creates an additional exception to the 1 percent ad valorem tax rate limit on real property that would authorize a city, county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing the tax is approved by 55 percent of the voters of the city or county, and the proposition includes accountability requirements.
	STATUS:	
	12/07/2020	INTRODUCED.
	CATEGORY:	Miscellaneous

ACA 5	AUTHOR:	Voepel [D]
	TITLE:	Motor Vehicles: Fuel Taxes, Sales and Use Taxes
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly
	SUMMARY:	Relates to motor vehicle fuel taxes. Restricts the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired. Require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable.
	STATUS:	
	02/19/2021	INTRODUCED.
	CATEGORY:	Funding

► SB 10	<p>AUTHOR: Wiener [D]</p> <p>TITLE: Planning and Zoning: Housing Development: Density</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>SUMMARY: Authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. Requires the Department of Housing and Community Development to determine jobs-rich areas and publish a map of those areas on a certain frequency.</p> <p>STATUS: 03/22/2021 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</p> <p>CATEGORY: Housing</p>
► SB 17	<p>AUTHOR: Pan [D]</p> <p>TITLE: Office Of Racial Equity</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 02/25/2021</p> <p>LOCATION: Senate Second Reading File</p> <p>SUMMARY: Establishes in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, that shall be governed by a Racial Equity Advisory and Accountability Council. Requires the Governor to direct the Secretary of each state agency to adopt and implement the Racial Equity Framework through each agencies' Racial Equity Action Plan, which would be adopted by each state agency and integrated into the agency's strategic plan.</p> <p>STATUS: 03/23/2021 From SENATE Committee on GOVERNMENTAL ORGANIZATION: Do pass as amended to Committee on JUDICIARY. (9-3)</p> <p>CATEGORY: Miscellaneous</p>
SB 30	<p>AUTHOR: Cortese [D]</p> <p>TITLE: Building Decarbonization</p> <p>INTRODUCED: 12/07/2020</p> <p>LOCATION: Senate Governmental Organization Committee</p> <p>SUMMARY: Prohibits a state agency from designing or constructing a state facility that is connected to the natural gas grid. Requires the State Energy Resources Conservation and Development Commission to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035.</p> <p>STATUS: 01/28/2021 To SENATE Committee on GOVERNMENTAL ORGANIZATION.</p> <p>CATEGORY: Environment</p>

► SB 44	<p>AUTHOR: Allen [D]</p> <p>TITLE: California Environmental Quality Act: Judicial Review</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/01/2021</p> <p>LOCATION: Senate Judiciary Committee</p> <p>SUMMARY: Establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p>STATUS: 03/15/2021 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on JUDICIARY. (7-0)</i></p> <p>CATEGORY: Environment</p>
► SB 46	<p>AUTHOR: Stern [D]</p> <p>TITLE: American Rescue Plan Act Funds</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 03/10/2021</p> <p>LOCATION: Senate Governmental Organization Committee</p> <p>SUMMARY: <i>Requires, to the extent authorized by federal law, a state agency that receives and disburses American Rescue Plan funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth.</i></p> <p>STATUS: 03/18/2021 <i>Re-referred to SENATE Committees on GOVERNMENTAL ORGANIZATION and LABOR, PUB. EMPLOY. & RETIREMENT and ENVIRONMENTAL QUALITY.</i></p> <p>03/18/2021 <i>In SENATE. Rescinds referral to Committee on ENVIRONMENTAL QUALITY due to limitations concerning COVID-19 virus.</i></p> <p>CATEGORY: Funding</p>
SB 66	<p>AUTHOR: Allen [D]</p> <p>TITLE: California Council on the Future of Transportation</p> <p>INTRODUCED: 12/07/2020</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: Requires the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.</p> <p>STATUS: 02/25/2021 Re-referred to SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Miscellaneous</p>

► SB 83	AUTHOR: Allen [D] TITLE: California Infrastructure and Economic Development Bank INTRODUCED: 12/15/2020 LOCATION: Senate Governance and Finance Committee SUMMARY: Creates the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. Requires the California Coastal Commission in consultation with the State Lands Commission, and any other applicable state, federal, and local entities, as specified to determine criteria and guidelines for the identification of eligible vulnerable coastal properties. STATUS: 03/16/2021 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on GOVERNANCE AND FINANCE. (9-0) CATEGORY: Funding
SB 214	AUTHOR: Bates [R] TITLE: Neighborhood Electric Vehicles: County of Orange INTRODUCED: 01/12/2021 LOCATION: Senate Transportation Committee SUMMARY: Repeals the sunset date, thereby indefinitely extending the County of Orange's authority to establish an NEV (Neighborhood Electric Vehicle) transportation plan for the Ranch Plan Planned Community. STATUS: 01/28/2021 To SENATE Committee on TRANSPORTATION. CATEGORY: Planning
► SB 216	AUTHOR: Dodd [D] TITLE: Contractors: Workers' Compensation Insurance: Coverage INTRODUCED: 01/12/2021 LAST AMEND: 03/15/2021 LOCATION: Senate Appropriations Committee SUMMARY: Requires concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. STATUS: 03/22/2021 In SENATE Committee on APPROPRIATIONS: To Suspense File. CATEGORY: Employment Terms & Conditions

SB 231	AUTHOR:	McGuire [D]
	TITLE:	Department of Transportation: Transfer of Property
	INTRODUCED:	01/19/2021
	LOCATION:	Senate Transportation Committee
	SUMMARY:	Authorizes the Department of Transportation, upon terms, standards, and conditions approved by the California Transportation Commission, to transfer the Blues Beach property located in the unincorporated community of Westport in the County of Mendocino to a qualified nonprofit corporation, which the bill would define as a nonprofit corporation that is organized by one or more California Native American tribes for the purpose of environmental protection.
	STATUS:	
	01/28/2021	To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Miscellaneous

► SB 266	AUTHOR:	Newman [D]
	TITLE:	State Park System: Chino Hills State Park: Expansion
	INTRODUCED:	01/28/2021
	LAST AMEND:	03/23/2021
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. <i>Requires the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.</i>
	STATUS:	
	03/23/2021	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Miscellaneous

SB 270	AUTHOR:	Durazo [D]
	TITLE:	Public Employment: Labor Relations: Employee Data
	INTRODUCED:	01/28/2021
	LOCATION:	Senate Labor, Public Employment and Retirement Committee
	SUMMARY:	Authorizes an exclusive representative to file a charge of an unfair labor practice with the Public Employment Relations Board, as specified, alleging a violation of the specified requirements only if specified conditions are met, including that the exclusive representative gives written notice of the alleged violation and that the public employer fails to cure the violation, as specified.
	STATUS:	
	02/22/2021	In SENATE. Article IV. Section 8(a) of the Constitution dispensed with.
	02/22/2021	In SENATE. Joint Rule 55 suspended.
	CATEGORY:	Employment Terms & Conditions

► SB 304	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Contractors: Exemptions</p> <p>INTRODUCED: 02/03/2021</p> <p>LOCATION: Senate Second Reading File</p> <p>SUMMARY: Increases the maximum aggregate contract price eligible for a specified exemption from the Contractors State License Law to a specified amount, and makes other nonsubstantive changes.</p> <p>STATUS: 03/22/2021 From SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT: Do pass as amended to Committee on APPROPRIATIONS. (8-0)</p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 336	<p>AUTHOR: Ochoa Bogh [R]</p> <p>TITLE: Public Health: COVID-19</p> <p>INTRODUCED: 02/08/2021</p> <p>LAST AMEND: 03/15/2021</p> <p>LOCATION: Senate Health Committee</p> <p>SUMMARY: Provides that before the State Department of Public Health or a local health official takes measures to prevent the spread of COVID-19, <i>they publish the measures for 72 hours on their internet website and contact local organizations, communities, and nonprofits. Authorizes waiving those requirements if there is an immediate danger to the public.</i></p> <p>STATUS: 03/15/2021 From SENATE Committee on HEALTH with author's amendments. 03/15/2021 In SENATE. Read second time and amended. Re-referred to Committee on HEALTH.</p> <p>CATEGORY: Emergency Response Services</p>
► SB 342	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: South Coast Air Quality Management District</p> <p>INTRODUCED: 02/09/2021</p> <p>LAST AMEND: 3/10/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: <i>Adds members to the South Coast Air Quality Management District board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. Requires the additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice.</i></p> <p>STATUS: 03/18/2021 Additionally referred to SENATE Committee on GOVERNANCE AND FINANCE.</p> <p>CATEGORY: Miscellaneous</p>

► SB 372	AUTHOR:	Leyva [D]
	TITLE:	Medium- and Heavy-Duty Fleet Purchasing Program
	INTRODUCED:	02/10/2021
	LAST AMEND:	03/04/2021
	LOCATION:	Senate Rules Committee
	SUMMARY:	<i>Establishes the California Pollution Control Financing Authority. Authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. requires the California Pollution Control Financing Authority to establish a program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles.</i>
	STATUS:	
	03/18/2021	Additionally referred to SENATE Committees on TRANSPORTATION and JUDICIARY.
	03/18/2021	In SENATE. Rescinds referral to Committee on JUDICIARY due to limitations concerning COVID-19 virus.
	CATEGORY:	Funding

SB 378	AUTHOR:	Gonzalez [D]
	TITLE:	Local Government: Broadband Infrastructure Development
	INTRODUCED:	02/10/2021
	LOCATION:	Senate Governance and Finance Committee
	SUMMARY:	<i>Authorizes a provider of fiber facilities to determine the method of the installation of fiber. Prohibits a local agency from prohibiting, or unreasonably discriminating in favor of or against the use of, aerial installations, open trenching or boring, or microtrenching, but would authorize a local agency to prohibit aerial deployment of fiber where no aboveground utilities exist due to Electric Tariff Rule 20 or other existing underground requirements.</i>
	STATUS:	
	02/22/2021	In SENATE. Article IV. Section 8(a) of the Constitution dispensed with.
	02/22/2021	In SENATE. Joint Rule 55 suspended.
	02/22/2021	To SENATE Committees on GOVERNANCE AND FINANCE and ENERGY, UTILITIES AND COMMERCE.
	CATEGORY:	Broadband

► SB 412	AUTHOR:	Ochoa Bogh [R]
	TITLE:	Environmental Quality Act: Emergency Definition
	INTRODUCED:	02/12/2021
	LAST AMEND:	03/09/2021
	LOCATION:	Senate Environmental Quality Committee
	SUMMARY:	<i>Expands the definition of emergency provided in the Environmental Quality Act to include proactive efforts by a state or local agency to prevent, minimize, or mitigate loss of, or damage to, life, health, property, natural resources, or essential public services, resulting from fire, flood, or earthquake or other soil or geologic movements, in areas of the state that a lead agency determines, based on substantial evidence, are at a heightened risk of the occurrence of those events.</i>
	STATUS:	
	03/18/2021	Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.
	CATEGORY:	Environment

SB 415	AUTHOR:	Melendez [R]
	TITLE:	Transportation Finance: Motor Vehicle Fuel Tax
	INTRODUCED:	02/12/2021
	LOCATION:	Senate Transportation Committee
	SUMMARY:	Relates to existing law which requires a portion of the net revenues from the tax on motor vehicle fuel to be apportioned monthly among counties and cities pursuant to a specified formula, which includes a requirement that the base sum be computed using a specified metric. Requires the base sum to be calculated, rather than computed, using that metric and that the calculation of the apportionment be disclosed and made available to the public.
	STATUS:	
	02/25/2021	To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Funding

► SB 439	AUTHOR:	Archuleta [D]
	TITLE:	Green Hydrogen
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/05/2021
	LOCATION:	Senate Energy, Utilities and Communications Committee
	SUMMARY:	Authorizes gas corporation that serves an area that will host the 2028 Olympics to identify and propose a <i>green</i> hydrogen project, as defined, or multiple projects, in cooperation with the United States Olympic Paralympic Committee, the City of Los Angeles, or the County of Los Angeles to achieve described purposes.
	STATUS:	
	03/05/2021	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	03/05/2021	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	CATEGORY:	Environment

► SB 459	AUTHOR:	Allen [D]
	TITLE:	Political Reform Act of 1974: Lobbying
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/10/2021
	LOCATION:	Senate Elections and Constitutional Amendments Committee
	SUMMARY:	Requires lobbyists, lobbying firms, and lobbyist employers to include information in the periodic reports that identifies each bill or administrative action subject to lobbying activity, and the respective position advocated for, during that period.
	STATUS:	
	03/18/2021	Re-referred to SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
	CATEGORY:	Miscellaneous

► SB 471	<p>AUTHOR: Hueso [D]</p> <p>TITLE: The Racial and Economic Equity Bond Act of 2021</p> <p>INTRODUCED: 02/17/2021</p> <p>LAST AMEND: 03/11/2021</p> <p>LOCATION: Senate Business, Professions & Economic Development Committee</p> <p>SUMMARY: Enacts the Racial and Economic Equity Bond Act, which, if approved by the voters, would authorize the issuance of an unspecified amount of bonds, pursuant to the State General Obligation Bond Law.</p> <p>STATUS: 03/18/2021 Re-referred to SENATE Committees on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT and GOVERNANCE AND FINANCE.</p> <p>CATEGORY: Miscellaneous</p>
► SB 471	<p>AUTHOR: Cortese [D]</p> <p>TITLE: Transportation Planning: Sustainable Communities</p> <p>INTRODUCED: 02/17/2021</p> <p>LAST AMEND: 03/10/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: Requires the State Air Resources Board, on or before a certain date, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at a specified rate.</p> <p>STATUS: 03/18/2021 Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and HOUSING. 03/18/2021 In SENATE. Rescinds referral to Committee on HOUSING due to limitations concerning COVID-19 virus.</p> <p>CATEGORY: Planning</p>
SB 499	<p>AUTHOR: Leyva [D]</p> <p>TITLE: General Plan: Land Use Element: Adverse Health Impact</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>SUMMARY: Prohibits the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty.</p> <p>STATUS: 02/25/2021 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY.</p> <p>CATEGORY: Planning</p>

SB 500	AUTHOR:	Min [D]
	TITLE:	Autonomous Vehicles: Zero Emissions
	INTRODUCED:	02/17/2021
	LOCATION:	Senate Transportation Committee
	SUMMARY:	Requires an autonomous vehicle operating on a public road to be a zero-emission vehicle. Defines zero-emission vehicle to mean a vehicle that produces no emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board.
	STATUS:	
	02/25/2021	To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Environment

SB 527	AUTHOR:	Melendez [R]
	TITLE:	Greenhouse Gas Reduction Fund: High-Speed Rail
	INTRODUCED:	02/17/2021
	LOCATION:	Senate Environmental Quality Committee
	SUMMARY:	Eliminates the continuous appropriation of 25 percent of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on a specified date. Transfers 25 percent of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund.
	STATUS:	
	02/25/2021	To SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and NATURAL RESOURCES AND WATER.
	CATEGORY:	Funding

► SB 548	AUTHOR:	Eggman [D]
	TITLE:	Tri-Valley-San Joaquin Valley Regional Rail Authority
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/16/2021
	LOCATION:	Senate Transportation Committee
	SUMMARY:	<i>Exempts the authority and any entity contracted to serve as the operator of any transit connectivity developed and delivered pursuant to the authority's powers from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.</i>
	STATUS:	
	03/16/2021	From SENATE Committee on TRANSPORTATION with author's amendments.
	03/16/2021	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Rail and Transit

► SB 551	<p>AUTHOR: Stern [D]</p> <p>TITLE: California Electric Vehicle Authority</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/25/2021</p> <p>LOCATION: Senate Governmental Organization Committee</p> <p>SUMMARY: <i>Establishes the California Electric Vehicle Authority within the Governor's office. Requires the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified.</i></p> <p>STATUS: 03/25/2021 <i>From SENATE Committee on GOVERNMENTAL ORGANIZATION with author's amendments.</i> 03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION.</i></p> <p>CATEGORY: Planning</p>
► SB 563	<p>AUTHOR: Allen [D]</p> <p>TITLE: Second Neighborhood Infill Finance and Transit Improve</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>SUMMARY: <i>Makes the enhanced infrastructure financing plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population.</i></p> <p>STATUS: 03/03/2021 <i>To SENATE Committees on GOVERNANCE AND FINANCE and HOUSING.</i></p> <p>CATEGORY: Planning</p>
► SB 580	<p>AUTHOR: Hueso [D]</p> <p>TITLE: Department of Transportation: Highways and Roads</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: <i>Authorizes the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road.</i></p> <p>STATUS: 03/03/2021 <i>To SENATE Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Environment</p>

► SB 582	<p>AUTHOR: Stern [D]</p> <p>TITLE: Climate Emergency Mitigation, Safe Restoration</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 3/10/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: <i>Requires the Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least an unspecified percentage below the 1990 level by a specified date, and a specified percent below the statewide greenhouse gas emissions limit no later than a specified date.</i></p> <p>STATUS: 03/18/2021 <i>Additionally referred to SENATE Committee on NATURAL RESOURCES AND WATER.</i></p> <p>CATEGORY: Environment</p>
► SB 589	<p>AUTHOR: Hueso [D]</p> <p>TITLE: Air Pollution: Alternative Vehicles and Infrastructure</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/25/2021</p> <p>LOCATION: Senate Energy, Utilities and Communications Committee</p> <p>SUMMARY: <i>Requires the State Energy Resources Conservation and Development Commission to identify workforce development and training resources needed to meet specified goals concerning reducing emissions of greenhouse gases.</i></p> <p>STATUS: 03/25/2021 <i>From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.</i> 03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</i></p> <p>CATEGORY: Environment</p>
► SB 596	<p>AUTHOR: Becker [D]</p> <p>TITLE: Greenhouse Gases: Cement and Concrete Production</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 3/04/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: <i>Require the state board to develop a comprehensive strategy for California's cement and concrete sector to reduce the carbon intensity of concrete used in the state by at least 40% from 2019 levels by 2030 on a specified date. Requires the state board, in developing the strategy, among other things, to identify modifications to existing measures and evaluate new measure, including a low-carbon product standard for concrete or cement, to achieve those objectives.</i></p> <p>STATUS: 03/17/2021 <i>Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.</i></p> <p>CATEGORY: Environment</p>

► SB 598	<p>AUTHOR: Pan [D]</p> <p>TITLE: Sacramento Regional Transit District: Employee Relation</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Senate Labor, Public Employment and Retirement Committee</i></p> <p>SUMMARY: Grants Public Employment Relations Board jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District and would require employers and employees to adjudicate complaints of specified labor violations before PERB as an unfair labor practice.</p> <p>STATUS: 03/03/2021 <i>To SENATE Committees on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT and JUDICIARY.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 604	<p>AUTHOR: Hueso [D]</p> <p>TITLE: Natural Resources: The Nature and Parks Career Pathway</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: <i>Senate Natural Resources and Water Committee</i></p> <p>SUMMARY: Establishes the Nature and Parks Career Pathway and Community Resiliency Act of 2021, which would require state conservancies and the Wildlife Conservation Board to establish independent grant programs to fund climate mitigation, adaptation, or resilience, natural disaster, and other climate emergency projects, as specified.</p> <p>STATUS: 03/03/2021 <i>To SENATE Committee on NATURAL RESOURCES AND WATER.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 606	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Workplace Safety: Citations: Employer Retaliation</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 03/25/2021</p> <p>LOCATION: <i>Senate Judiciary Committee</i></p> <p>SUMMARY: Requires the Division of Occupational Safety and Health to issue a citation to an egregious employer, as defined, for each willful violation concerning employer retaliations for reporting a workplace safety incident and each employee exposed to that violation would be required to be considered a separate violation for purposes of the issuance of fines and penalties, as provided.</p> <p>STATUS: 03/25/2021 <i>From SENATE Committee on JUDICIARY with author's amendments.</i> 03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>

► SB 624	<p>AUTHOR: Hueso [D]</p> <p>TITLE: Environmental Equity and Outdoor Access Act</p> <p>INTRODUCED: 02/18/2021</p> <p>LOCATION: Senate Natural Resources and Water Committee</p> <p>SUMMARY: Establishes the Environmental Equity and Outdoor Access Act, which sets forth the State's commitment to ensuring all Californians can benefit from, and have meaningful access to, the State's rich cultural and natural resources.</p> <p>STATUS: 03/03/2021 To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY AND APPROPRIATIONS.</p> <p>CATEGORY: Environment</p>
► SB 635	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Cleanup Activities</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/10/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: Requires the Department of Transportation, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments.</p> <p>STATUS: 03/18/2021 Re-referred to SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Miscellaneous</p>
► SB 640	<p>AUTHOR: Becker [D]</p> <p>TITLE: Transportation Financing: Jointly Proposed Projects</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: Authorizes cities and counties to jointly submit to the Transportation Commission a list of proposed projects to be funded by the cities and counties' apportionments of funds in the Road Maintenance and Rehabilitation Account. Requires that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment.</p> <p>STATUS: 03/03/2021 To SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Funding</p>

► SB 643	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Fuel Cell Electric Vehicle Fueling Infrastructure</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: Requires the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, <i>to create a working group</i> to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.</p> <p>STATUS: 03/24/2021 <i>Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and ENERGY, UTILITIES AND COMMUNICATIONS.</i></p> <p>CATEGORY: Planning</p>
► SB 662	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Energy: Transportation Sector: Green Hydrogen</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/25/2021</p> <p>LOCATION: Senate Energy, Utilities and Communications Committee</p> <p>SUMMARY: Requires the State Air Resources Board to develop and implement regulations to require that, by December 31, 2024, on a statewide basis, not less than 44 percent of the hydrogen produced or dispensed in California for motor vehicles be green hydrogen, as defined.</p> <p>STATUS: 03/25/2021 <i>From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.</i> 03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</i></p> <p>CATEGORY: Environment</p>
► SB 671	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Clean Freight Corridor Efficiency Program</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: <i>Creates a Clean Freight Corridor Efficiency Program to advance heavy-duty clean vehicle goals and ensure the development of supporting highway infrastructure. Requires the California Transportation Commission (CTC) and the Air and Resources Board (ARB) to conduct a comprehensive analysis of key factors needed to build clean freight corridors, such as, road safety, alternative fueling infrastructure and road resiliency.</i></p> <p>STATUS: 03/03/2021 <i>To SENATE Committees on TRANSPORTATION and ENVIRONMENTAL QUALITY.</i></p> <p>CATEGORY: Planning</p>

► SB 674	<p>AUTHOR: Durazo [D]</p> <p>TITLE: Public Contracts: Workforce Development</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: Requires relevant public agencies to develop a program, known as the State Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training.</p> <p>STATUS: 03/22/2021 From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on TRANSPORTATION. (4-1)</p> <p>CATEGORY: Public Works</p>
► SB 704	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Occupational Safety and Health</p> <p>INTRODUCED: 02/19/2021</p> <p>LOCATION: Senate Rules Committee</p> <p>SUMMARY: Requires every employer to furnish and use safety devices and safeguards, and to adopt and use practices that are reasonably adequate to render the employment and place of employment safe and healthful.</p> <p>STATUS: 03/03/2021 To SENATE Committee on RULES.</p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 726	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Fuel and Vehicle Technologies: Sustainability</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 03/11/2021</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY: Requires the Air Resources Board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop a comprehensive transportation sustainability strategy.</p> <p>STATUS: 03/18/2021 Additionally referred to ASSEMBLY Committees on TRANSPORTATION and ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p>03/18/2021 In SENATE. Rescinds referral to Committee on ENERGY, UTILITIES AND COMMUNICATIONS due to limitations concerning COVID-19 virus.</p> <p>CATEGORY: Environment</p>

► SB 760	AUTHOR:	Bates [R]
	TITLE:	State Highways: State Route 241: Reduction
	INTRODUCED:	02/19/2021
	LOCATION:	<i>Senate Transportation Committee</i>
	SUMMARY:	Deletes from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.
	STATUS:	
	03/03/2021	<i>To SENATE Committee on TRANSPORTATION.</i>
	CATEGORY:	Planning

► SB 761	AUTHOR:	Bates [R]
	TITLE:	Public Resources: City of San Clemente
	INTRODUCED:	02/19/2021
	LOCATION:	<i>Senate Natural Resources and Water Committee</i>
	SUMMARY:	Prohibits certain governmental entities from constructing, funding, or operating, or from taking property to construct, fund, or operate, a new major thoroughfare in the City of San Clemente in an area that is subject to a conservation easement or that is protected as open space under a local initiative. Provides that these provisions do not apply to State Route 5 and lands immediately adjacent to State Route 5 or the extension of Los Patrones.
	STATUS:	
	03/04/2021	<i>In SENATE. Rescinds referral to Committee on GOVERNANCE AND FINANCE due to limitations concerning COVID-19 virus.</i>
	CATEGORY:	Planning

► SB 771	AUTHOR:	Becker [D]
	TITLE:	Sales And Use Tax Law: Zero Emissions Vehicle Exemption
	INTRODUCED:	02/19/2021
	LOCATION:	<i>Senate Governance and Finance Committee</i>
	SUMMARY:	Provides an exemption from taxes imposed on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state.
	STATUS:	
	03/03/2021	<i>To SENATE Committee on GOVERNANCE AND FINANCE.</i>
	CATEGORY:	Funding

► SB 790	AUTHOR:	Stern [D]
	TITLE:	Advance Mitigation Program
	INTRODUCED:	02/19/2021
	LAST AMEND:	03/22/2021
	LOCATION:	Senate Transportation Committee
	SUMMARY:	<i>Provides compensatory mitigation credits to support modifications and planning of projects on the state highway system that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements. Authorizes Caltrans to request DFW to issue credits for actions that Caltrans takes to improve fish and wildlife connectivity in connection with a project on the state highway system in excess of any legally required mitigation.</i>
	STATUS:	
	03/22/2021	From SENATE Committee on TRANSPORTATION with author's amendments.
	03/22/2021	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Funding

► SB 791	AUTHOR:	Cortese [D]
	TITLE:	Surplus Land Authority
	INTRODUCED:	02/19/2021
	LAST AMEND:	03/11/2021
	LOCATION:	Senate Housing Committee
	SUMMARY:	<i>Establishes the Surplus Land Authority with the primary purpose of facilitating the development and construction of residential housing on state and local surplus property.</i>
	STATUS:	
	03/18/2021	Re-referred to SENATE Committees on HOUSING and GOVERNMENTAL ORGANIZATION.
	CATEGORY:	Surplus Land

► SB 792	AUTHOR:	Glazer [D]
	TITLE:	Sales and Use Tax: Retailers: Reporting
	INTRODUCED:	02/19/2021
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires a retailer whose annual sales of tangible personal property transacted online exceeded a certain dollar amount for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online, as specified.
	STATUS:	
	03/25/2021	From SENATE Committee on GOVERNANCE AND FINANCE: Do pass to Committee on APPROPRIATIONS. (4-1)
	CATEGORY:	Funding

SB 793 (Wiener), which pertained to the Road Usage Charge Pilot Program, was gut and amended to relate to music venue licenses. Therefore, the bill has been removed from the matrix.

SCA 4	<p>AUTHOR: Wilk [R]</p> <p>TITLE: Legislature: 2-year Budget</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Senate</p> <p>SUMMARY:</p> <p>Limits the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. Requires the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session.</p> <p>STATUS:</p> <p>02/17/2021 INTRODUCED.</p> <p>CATEGORY: Funding</p>
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April 15, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An overview of the President's infrastructure plan is provided, as is an update on efforts in Congress to potentially bring back funding earmarks for specific projects. In addition, several transportation-related hearings are summarized on various policy issues to give a high-level overview of the policy environment in the early days of the new Administration and the 117th Congress.

Recommendation

Receive and file as an information item.

Discussion

President's Infrastructure Announcement

On March 31, 2021, the President outlined a more than \$2 trillion infrastructure plan, known as the American Jobs Plan, that calls on Congress to pass legislation providing funding for various categories of infrastructure projects including transportation, water, broadband, housing, resiliency, and healthcare, over the course of the next eight years. While it is up to Congress to ultimately act on the President's plan, the American Jobs Plan seeks to provide an additional \$621 billion in transportation spending, including:

- \$115 billion for bridges, highways, roads, and local streets, including funding set-asides for economically significant projects and "vision zero" plans to improve safety for bicyclists and pedestrians;
- \$85 billion to help modernize and expand transit systems;
- \$80 billion for passenger and freight rail;

- \$174 billion in grants and tax incentives for electric vehicles, including funding to convert school and transit buses to zero-emission technology;
- \$25 billion for airports, including a new program to support multimodal airport terminal investments;
- \$20 billion for a new grant program to reconnect neighborhoods cut off by transportation investments and otherwise advance racial equity goals;
- \$50 billion to make infrastructure more resilient, largely through housing and disaster mitigation funding programs.

There are still many unknowns about American Jobs Plan, such as how much funding will be dedicated for each of the specified uses, whether funding will be prioritized for state of good repair or capital expansion projects, and what statutory conditions will apply to the funding. Perhaps one of the largest unknowns is how this proposal will impact surface transportation programs funded out of the Highway Trust Fund (HTF), which are set to expire on September 30, 2021. The President emphasized the need to address policy goals, such as equity, climate change, and workforce development with these new investments. Notably, the President emphasized the benefits of collective bargaining, prevailing wage requirements, Buy America policies, and carbon reduction. The scope of these policy goals, particularly their applicability to surface transportation programs, will not be discernible until Congress drafts legislative text.

Most of the funding within the American Jobs Plan would benefit infrastructure priorities outside the realm of traditional surface transportation programs. An overview this funding is as follows:

- \$480 billion for research and development for supply chain and manufacturing capabilities;
- \$400 billion for home- and community-based healthcare;
- \$378 billion for housing, schools, and commercial and federal buildings;
- \$311 billion for drinking water, electric grid, and broadband infrastructure;
- \$100 billion for workforce development.

The approximately \$2.3 trillion in new investments would be offset by changes to the corporate tax code. The President is calling for Congress to increase the current corporate tax rate from 21 percent to 28 percent, although there is some concern about the broader economic impacts of this revenue mechanism. Specifically, Congressional Republicans expressed concern with using tax increases unrelated to infrastructure to pay for such an enormous investment, especially since the funding is not targeted at core transportation programs.

In conjunction with the release of the American Rescue Plan, the President announced that, in a few weeks, a second proposal will be unveiled, which he called the American Families Plan. While details are not yet available, reports

indicate that the next proposal will invest in social programs and address other workforce issues.

The details of both proposals will be worked out as Congress drafts and begins to consider legislation through the many committees of jurisdiction that would be involved in considering the President's wide-ranging proposals. Orange County Transportation Authority (OCTA) staff is closely monitoring these proposals and will provide updates as legislative text is introduced.

Community Project Funding: The Potential Return of Earmarks

U.S. House of Representatives (House) Appropriations Committee Chair Rosa DeLauro (D-CT) announced that the House's funding bills will consider requests to direct funding to specific projects, funding which historically was known as earmarks. The new iteration of this practice is being called Community Project Funding. House leaders also announced transparency measures in hopes of avoiding the types of ethical issues that caused Congress to abandon earmarked funding over a decade ago. These measures include publishing requests online, certifications that there are no conflicts of interest, a ban on for-profit recipients, an overall funding cap on Community Project Funding, and a limit of ten project requests from each Member of Congress across all 12 annual funding bills.

House leaders put out additional guidance on project-specific funding in appropriations bills, although many questions remain. Perhaps most notably, there has been no clarity on the programs the House will use to fund particular projects. Through conversations with the Orange County Congressional delegation, the consensus is that the annual funding bills will likely not provide significant funding for any individual project, with a maximum of one or two million dollars for any one project. The expectation is that Community Project Funding should be obligated very quickly, within the next year. Some, not all, members of the delegation set up online request portals, although the deadlines have shifted as House leaders have explored the details of how Community Project Funding will work across each of the 12 appropriations subcommittees.

In addition to the appropriations process, the House Transportation and Infrastructure Committee Chair Peter A. DeFazio (D-OR) announced that he would similarly accept project-specific requests in drafting a surface transportation authorization bill. Similar to appropriators, Chair DeFazio also detailed additional transparency measures, such as requiring information about project funding, if the project is in relevant planning documents, and if environmental approvals have been obtained. Per discussions with delegation offices and stakeholders, one notable distinction between Community Project Funding in appropriations bills and in a potential reauthorization bill is that the funding earmarked by authorizers might be larger, rumored to be as much as

\$15 to \$20 million for an individual project. As of the writing of this staff report, the online submittal portal for requests in a potential surface transportation bill was just being posted online, so additional guidance on Community Project Funding in an authorizing bill, especially how these requests might differ from project requests in a funding bill, is expected in the coming weeks.

While the House has taken these steps, U.S. Senate (Senate) leaders have not made any commitments to including similar project funding requests in either appropriations or authorizing legislation. Although there is still some uncertainty, OCTA staff has tracked these developments closely and deliberated internally about what projects might be well-suited to receive this funding, should it be enacted. An initial list of unfunded transportation priorities in Orange County is included as Attachment A. This list represents a variety of options for delegation offices to request Community Project Funding for, and staff continues to refine requests based on ongoing conversations with delegation offices. As of the writing of this staff report, no project requests had been posted online by the Appropriations Committee, and there had not been any bill language introduced to further inform how House leaders might make use of project-specific funding. Staff will continue to closely monitor this funding and provide updates as developments arise.

Transportation Hearings

On March 25, 2021, Transportation Secretary Pete Buttigieg testified in front of the House Transportation and Infrastructure Committee regarding the Administration's policy priorities. Secretary Buttigieg noted the urgency with which the new Administration would approach infrastructure, citing a once-in-a-generation opportunity to act on transformational mobility investments. Perhaps one of the most pressing issues raising throughout this hearing was the need to find a solution to the long-term structural revenue deficit facing the HTF. Members focused on the need for funding certainty to enact a surface transportation authorization bill this year since the current legislation expires later this year. In addition, there was significant discussion about the effect of declining gas tax revenues on long-term HTF solvency, particularly as electric vehicles become more widely adopted. Much of the discussion explored the need to examine some type of road user charge, although Secretary Buttigieg did not make any commitments to the Administration's thinking on a federal transportation funding future.

Another major theme was the need to address the current allocation of highway and transit funding. Notably, there were calls to increase the share of transit funding coming from the HTF. Secretary Buttigieg has expressed the Administration's commitment to equity, and at the hearing, there were many questions about the effects of highway projects on low-income and minority communities, often alongside calls for additional transit funding to rectify the

issue. In addition, there were calls for additional investments for rail, complete streets projects, and zero-emission vehicle technology to further the Administration's diverse policy goals. Specific policy solutions were not explored in detail, and Secretary Buttigieg did not commit to any policies that might drastically change the federal surface transportation landscape, although many of the topics might lend themselves to what could become fundamental policy shifts. Ranking Member Sam Graves (R-MO) stressed the need for transportation to remain a bipartisan policy issue, emphasizing that reauthorization legislation should remain focused on the core surface transportation programs. Members from the minority echoed this call throughout the hearing, reiterating the need for traditional surface transportation programs not to become an afterthought amongst the new Administration's policy goals. Representative Michelle Steel (R-CA) highlighted California's High-Speed Rail project. This topic was explored throughout the course of the hearing, although California's project was not explored in detail.

On March 17, 2021, the House Transportation and Infrastructure Committee held a hearing entitled "The Business Case for Climate Solutions." At the hearing, the eight witnesses from the private sector talked about what their companies are doing to address environmental issues and what role the federal government can play. The witnesses, notably from FedEx, testified that many private sector companies are already committed to exploring carbon neutral operations. One major theme was the need to invest in zero-emission technology as widely as possible, from passenger and heavy-duty vehicles to trains. In addition to an emphasis on the lack of funding available to develop and adopt this technology at scale, there was also significant discussion about the policy unknowns associated with refueling and operating amidst a constantly changing technological environment, including issues with zero-emission battery production. This discussion mostly focused on passenger vehicles, although there were some high-level comments about the range and availability of zero-emission buses. Another theme was a call to invest in mobility options that would facilitate additional throughput without adding highway lane miles, although programmatic recommendations were not explored in detail.

One of the primary concerns expressed during this hearing was the need to maintain American competitiveness in the face of new climate change policy solutions. Members in the minority emphasized that the United States is already doing more than many other developing nations, noting that some of the world's other large economies are not nearly as transparent in their efforts to reduce emissions. Over the course of the hearing, there was a discussion about a carbon tariff, a tax on goods imported from countries that are not as committed to fighting the effects of climate change, although there was significant concern raised with the broader economic effects of such a policy. This dynamic potentially pits the new Administration's climate goals against its current trade

policies, which staff will continue to monitor closely as legislative text is developed.

On March 25, 2021, the House Appropriations Subcommittee on Transportation, Housing, and Urban Development held a hearing entitled “Creating Equitable Communities Through Transportation and Housing.” The primary topic of discussion was identifying ways to coordinate transportation and housing funding and policy decision to improve economic outcomes in all types of communities across the country. The witnesses stopped short of prescribing specific solutions or recommending changes to transportation funding streams. However, the aspirational policy goals discussed in the hearing signal the potential for some degree of changes to federal transportation programs in annual funding bills. One theme of interest to OCTA was the focus on transit funding decisions that often disproportionately impact low-income, minority, and disabled riders. The witnesses discussed the need for adequate public input in transportation funding decisions, striking the right balance in linking housing and transportation priorities, and workforce development policies that advance racial and socioeconomic equity. Whereas more permanent changes to transportation would be the jurisdiction of the authorizing committee, OCTA staff will continue to monitor funding changes or opportunities to carry out these goals, such as new funding conditions on annual grant awards, and how such developments might impact OCTA.

On March 24, 2021, the Senate Commerce Committee held a hearing entitled, “Driving the Road to Recovery: Rebuilding America’s Transportation Infrastructure.” In a tonal shift from the House hearings detailed above, this hearing explored how the current policy environment creates challenges for project sponsors trying to deliver infrastructure improvements to improve the flow of goods and people. The witnesses spoke at length about how project sponsors are often required to piece together funding from various local, state, and federal sources, all of which often have unique funding requirements. Witnesses representing regional and local levels of government spoke at length about the need for additional flexibility in federal funding sources, noting the need for streamlined funding requirements across discretionary grant programs. Commerce Committee Chair Maria Cantwell (D-WA) and the witnesses also discussed issues with at-grade crossings, both in terms of safety and traffic delays. Senators and witnesses alike discussed the need to explore ways to fund these and other freight investments.

Summary

An update is provided on the President's infrastructure plan and the potential return of earmarks in Congress. Various transportation hearings are summarized to indicate the policy decisions taking place in Washington, D.C.

Attachments

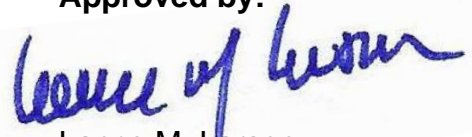
- A. OCTA Project Funding Needs
- B. Potomac Partners DC, Monthly Legislative Report – March 2021

Prepared by:



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

Approved by:



Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908



Project Funding Needs

Project	Cost	Jobs Created	Environmental Approval
Bus Transit			
Bus Operations ¹	\$135 million	N/A	N/A
Bus Replacement – Zero Emission ²	\$1,060 million	N/A	N/A
Next Generation Integrated Fare System	\$20 million	N/A	Expected 2021
Technology/Traffic Signal Upgrades	\$50 million	650	Expected 2021
Transit Security and Operations Center	\$33 million	429	✓
Zero-Emission Vanpools ³	\$4 million	N/A	N/A
Rail Transit			
Commuter Rail Operations ⁴	\$29 million	N/A	N/A
Irvine Station Improvements	\$49 million	637	Expected 2021
Orange County Maintenance Facility	\$70 million	914	Expected 2021
Serra Siding Extension	\$15 million	195	Expected 2021

Project	Cost	Jobs Created	Environmental Approval
Active Transportation			
OC Loop	\$105 million	1,365	Select Segments
Orange County Regional Bikeways	\$1,000 million	13,000	Select Segments
Highways			
I-5 (Pico to San Diego Line)	\$205 million	2,665	Expected 2023
Interstate 5 (I-5) (Yale-State Route 55) Segment 2	\$201 million	2,507	✓
Interstate 605/Katella Avenue Interchange	\$30 million	279	✓
State Route (SR) 55 (I-5 to SR-91)	\$127 million	1,341	✓
SR-57 (Orangewood to Katella)	\$72 million	936	✓
SR-74 Improvements	\$75 million	749	✓
SR-91 (Lakeview to La Palma)	\$251 million	3,263	✓
SR 241 / SR-91 Interchange	\$250 million	3,250	✓

1. Annual OC Bus fixed route operations.
2. Complete conversion of OCTA's fleet to zero emission buses
3. Estimated cost of three-year vanpool lease.
4. Based on OCTA and SCRRRA Annual Operating Agreement.



Monthly Legislative Report – March 2021

March Advocacy Meeting Summary

Congressman Alan Lowenthal (D-CA) – We facilitated a meeting with Congressman Lowenthal to discuss OCTA's current projects, funding requests, and the Community Project Funding process. Additionally, we have been in close contact with the Congressman's senior staff to discuss FY22 programmatic and language requests, surface transportation reauthorization requests, and the outlook for a broader infrastructure package.

Congressman Lou Correa (D-CA) – We facilitated a meeting with Congressman Correa and his senior staff this month to discuss current OCTA projects and their funding needs, and to provide an update on the implementation of federal COVID-19 relief. We discussed current ridership levels and federal support to help boost rider confidence in safe public transit. We have also been in very close contact with his staff to discuss the timeline for FY22 appropriations requests, Community Project Funding requests, and surface transportation reauthorization requests. We are in the process of preparing requests now.

Congresswoman Katie Porter (D-CA) – We facilitated a meeting with Congresswoman Porter and her senior staff to discuss OCTA projects and funding needs. We discussed support for funding to purchase new zero emission buses and new opportunities in the upcoming surface transportation reauthorization, or broader infrastructure package. We also stayed in close contact regarding FY22 programmatic and language appropriations requests.

Congressman Mike Levin (D-CA) – We have been in close contact with Congressman Levin's office to facilitate a meeting for early April. We have also been discussing FY22 appropriations request procedures, the implementation of the American Rescue Plan Act, and the outlook for a broader infrastructure package later this year.

Congresswoman Young Kim (R-CA) – We have been in communication with Congresswoman Kim's senior staff to discuss FY22 appropriations and deadlines for requests. We secured a support letter from Congresswoman Kim for OCTA's SR-91 INFRA grant application. We have also been in contact regarding the surface transportation reauthorization and the process for submitting requests to the House Transportation and Infrastructure Committee.

Congresswoman Michelle Steel (R-CA) – We have been in communication with Congresswoman Steel's senior staff to discuss the surface transportation reauthorization process.

Senator Alex Padilla (D-CA) – We facilitated a meeting this month with Senator Padilla’s transportation staff to discuss the timeline for a Senate surface transportation reauthorization bill and testimony opportunities for OCTA. We also discussed OCTA’s ongoing and planned projects, their funding needs, and the implementation of COVID-19 relief. We also discussed OCTA’s TIFIA refinancing and upcoming Senate EPW hearings on VMT, disadvantaged communities, and infrastructural barriers between communities.

Congressman Pete Aguilar (D-CA) – We met with Congressman Aguilar and his staff this month to discuss FY22 appropriations request procedures and the Appropriations Committee selection process. We also discussed the process for Community Project Funding, including timelines and best approach.

House Appropriations: Transportation, Housing and Urban Development – We continue to be in close contact with professional staff in the Majority and Minority regarding FY22 appropriations, and the process for submitting funding and language requests at the committee level. We discussed how the Committee will treat regional projects, or projects that have support from more than one Member.

House Transportation and Infrastructure Committee – We have been in communication with Chairman DeFazio and his senior staff to discuss the upcoming surface transportation authorization process. We discussed the implementation of the American Rescue Plan Act (ARPA) and the outlook for a broader infrastructure package. We also had conversations with minority staff, who indicated that the Committee may be looking at limiting surface transportation reauthorization requests to \$15-20 million per congressional district.

Senate Banking, Housing, and Urban Affairs Committee – We met with professional staff (Majority and Minority) this month to provide an update on OCTA projects and to discuss progress on the drafting of a surface transportation reauthorization. We also discussed opportunities for submitting project authorization and funding requests. We anticipate the potential deadline for those requests to be mid-late April.

Senate Commerce, Science, and Transportation Committee – We have been in communication with professional staff on the Senate Commerce Committee to discuss the surface transportation reauthorization, and to provide an update on OCTA’s project needs.

Biden Infrastructure Proposal – American Jobs Plan

On March 31st, President Biden announced a \$2.25 trillion proposal for infrastructure, housing, and other programs aimed at producing jobs called the “American Jobs Plan. The proposal asks Congress to provide roughly:

- \$571 billion in infrastructure spending
 - \$115 billion to modernize bridges, highways, roads and main streets in critical need of repair

- \$20 billion to improve road safety
- \$85 billion for Transit
- \$80 billion for Amtrak's repair backlog
- \$175 billion for investments in domestic Electric Vehicle companies and grants/tax credits for electric vehicle charging station construction
- \$25 billion for airports
- \$17 billion for inland waterways
- \$20 billion for a new program to reconnect neighborhoods and improve racial equity
- \$50 billion in dedicated investments to improve infrastructure resiliency
- Investments in protection against wildfires, sea level rise, and other climate change effects
- \$111 billion for Clean, Safe, Drinking water
 - \$45 billion for the EPA's Drinking Water State Revolving Fund and WIIN Grants
 - \$56 billion in grants and loans to states, tribes, territories, and disadvantaged communities
 - \$10 billion to monitor and remediate PFAS in drinking water
- \$400 billion to help care for the aging and those with disabilities
- \$300 billion to boost the manufacturing industry
- \$213 billion on retrofitting and building affordable housing
- \$100 billion to expand broadband access
- \$100 billion to build a more resilient electrical grid
- \$100 billion for new public schools
 - \$50 billion in direct grants
 - \$50 billion in leveraged bonds
- \$25 billion to upgrade childcare facilities
- Would raise the corporate tax rate from 21% to 28% and seek to capture additional corporate tax revenue by taxing offshore tax havens

Community Project Funding (Earmarks)

The House Republican Conference held a closed-door vote this month to approve a resolution to change conference rules and lift their self-imposed ban on congressionally directed spending, or earmarks. The resolution was approved by a secret ballot vote of 102-84, and while House Republicans will now be able to participate in requesting funding for community projects, it remains unclear which members of the conference will choose to do so and whether, as some have indicated, they will choose to only submit requests for certain projects.

The Senate Republican Caucus has yet to signal their participation in congressionally directed spending. Senate Appropriations Committee Ranking Member Richard Shelby (R-AL) has indicated he would support earmarks if proper oversight measures are included, and Senate Appropriations Chairman Patrick Leahy (D-VT) indicated he would be open to evenly splitting community project spending in the Senate spending bills

between the parties. Senate Republicans could move to adopt a similar conference rule reversing their earmark ban or allow individual Senators to participate. Nevertheless, there is still significant opposition to a return to earmarks (in any fashion) within the caucus.

The House Appropriations Committee also released new guidance and deadlines for submitting Community Project Funding requests. It is worth noting that not all line items or accounts will be eligible for Community Project Funding. As outlined in the following guidance for each subcommittee, most eligible accounts are existing competitive grant programs (e.g., Pre-Disaster Mitigation Grants). A quick summary of key facts, followed by House Appropriations Committee guidance is included below:

- Total Community Project Funding will not exceed 1% of topline discretionary spending, which is approximately \$13 billion based on previously-enacted funding levels.
- Total number of requests is capped at 10 requests per Member.
- Requests will be handled by Appropriations Committee leaders (Chair & Ranking Member), in other words:
 - Chairwoman DeLauro (D-CT) will handle all House Democratic requests
 - Ranking Member Granger (R-TX) will handle all Republican requests
- Member Priorities for Evaluating Requests
 - How does this benefit my district?
 - How does this benefit my region?
 - Is this good policy for the Country?
 - Due to limited funding availability, Members are seeking projects not exceeding \$1-2 million.
- Eligible Requests/Projects - Local Transportation Priorities
 - Projects Eligible under 23 USC 133(b)
 - Capital projects or project-specific planning/design for a capital project.
 - Supported by the state or local government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
 - Administered by public entities.
 - Administrative activities are not eligible.
 - Can the project obligate all appropriated funds 12 months after enactment?
- Senate Republicans TBD
 - Some Republicans in favor, but many (if not most) are staunchly opposed to participating in earmarks.

House Appropriations Community Project Funding Guidance

Transportation, and Housing and Urban Development, and Related Agencies

- [Dear Colleague](#)
- [Community Project Funding Request Guidance](#)
- [Guidance for Local Transportation Priorities](#)
- [Guidance for Airport Improvement Program](#)
- [Guidance for Economic Development Initiative](#)
- Deadline Extended: April 30, 2021

Additional House Appropriations Committee Guidance can be found [HERE](#).

American Rescue Plan & Budget Reconciliation

On Saturday, March 6th, the Senate passed a revised version of H.R. 1319 – American Rescue Plan Act (ARPA). As required by the Senate rules for budget reconciliation bills, Senators endured a 20+ hour session that lasted through Friday night and into the afternoon on Saturday. The list of 8 approved amendments can be found [HERE](#). The President signed *ARPA* into law on March 11th.

Senate Parliamentarian Elizabeth McDonough had previously ruled that the provision in the House bill raising the federal minimum wage from \$7.25 to \$15/hour by 2025 violated the “Byrd Rule” as its effect on the federal budget is “merely coincidental” to the underlying intent. As a consequence, prior to passage Senate Democrats removed that provision and decided not to pursue incentivizing the wage increase through punitive taxes on larger companies that failed to pay employees at least \$15/hour. Two transportation projects in the San Francisco Bay Area and upstate New York, and provisions to provide funding to shore up failing union pension plans and to provide healthcare subsidies for unemployed workers were ruled to be in violation of the “Byrd Rule” and also not included.

Schumer’s amendment restored the \$10 billion that the Senate bill had originally redirected from the Local Coronavirus Fiscal Recovery Fund, bringing the direct local government relief account back to \$130.2 billion (\$65.1 billion for counties distributed based on population; \$45.57 billion based on a CDBG formula; and \$19.53 billion for non-entitlement cities distributed through the state).

The funds are being distributed in two different tranches, with the first available within 60 days of the bill’s enactment and equal to 50 percent of the total allocation. The second tranche will be available one year after receipt of the first. The final bill also included the below list of eligible uses of the Recovery Fund dollars. The US Treasury will be tasked with developing guidance with more specific details/parameters, based on this list of requirements:

- A. To respond to the public health emergency with respect to the COVID-19 or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality

- B. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers of the metropolitan city, nonentitlement unit of local government, or county that perform essential work, or by providing grants to eligible employers that have eligible workers who perform essential work
- C. For the provision of government services to the extent of the reduction in revenue of such metropolitan city, nonentitlement unit of local government, or county due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year of the metropolitan city, nonentitlement unit of local government, or county prior to the emergency
- D. To make necessary investments in water, sewer, or broadband infrastructure

Additional amendments adopted by the Senate include the following changes to the House-passed bill:

- Reduce the weekly federal unemployment insurance benefit (UI) to \$300/week (rather than \$400 per week) but extend the benefit through September 6, 2021 (rather than August 29, 2021).
- Reallocate less than one percent of the Elementary and Secondary School Emergency Relief (ESSER) Fund (\$800 million) for homeless children.
- Require elementary and secondary schools that receive federal coronavirus funding to release plans for “safe return to in-person instruction” within 30 days of receiving funds.
- Delay implementation of a provision in the bill to overhaul the Department of Education’s “90-10 rule” until October 1st and delay financial penalties for noncompliance until 2024.
- Exempt any amount of student loans that are forgiven from federal taxes for five years should student debt be canceled.

The enacted bill also includes the following key provisions of interest:

- **Direct payments** of \$1,400 per adult (\$2,800 for joint filers) and \$1,400 per eligible dependent. Payments phase out for individuals with an adjusted gross income between \$75,000 – \$80,000, or \$150,000 – \$160,000 for married couple filing jointly.
- \$30 billion for **Transit Agencies** to assist with operating costs, payroll, and the purchase of PPE.

- \$3 billion for the **Economic Development Administration (EDA)** to provide Economic Adjustment Assistance (EAA) grants to prevent, prepare for, and respond to economic distress caused by the pandemic. \$750 million is reserved for states and communities that have suffered significant economic impacts as a result of the pandemic's hit on tourism, travel, and outdoor recreation.
- Extends the availability of the **Families First Coronavirus Response Act (FFCRA)** paid sick time and paid family leave tax credits through September 30, 2021 for employers who voluntarily provide that paid leave benefit. Additionally, the bill extends access to the tax credits (meant to offset the cost of providing paid time off) to state and local governments.

DOT Announces \$30.5 Billion in Federal Funding for Public Transportation

On Monday, March 29th, the Department of Transportation announced \$30.5 billion in funding through the Federal Transit Administration (FTA). This funding was provided in the American Rescue Plan Act (ARPA) for grant programs, Urbanized Area Apportionments, Rural Transit Assistance, and other programs. A full list of apportionments can be found [HERE](#).

The Los Angeles-Long Beach-Anaheim, CA Urbanized Area will receive \$1.645 billion under Sec. 5307 apportionments found [HERE](#)

Disaster Response & Mitigation Legislation

The House Transportation & Infrastructure Committee held a markup session this week in which the panel advanced several bipartisan bills related to disaster response and mitigation and infrastructure, many of which had been previously introduced, and in several cases approved, by the House in the 116th Congress but never considered in the Senate. For your reference, we have highlighted several of the bills included in this week's markup that could be of interest (additional information is available from the Committee [HERE](#)):

- **Hazard Eligibility and Local Projects (HELP) Act (H.R. 1917)**
Eliminates unnecessary bureaucratic delays to beginning recovery projects by allowing certain eligible disaster mitigation projects to begin without the risk of losing potential federal funds, reforming the one-size-fits-all approach to reviewing projects that frequently delays disaster mitigation work.
- **Preventing Disaster Revictimization Act (H.R. 593)**
Requires FEMA to waive the debt of disaster relief recipients in cases where the agency later determined it mistakenly granted assistance, but no fraud was committed, and requires FEMA to report to Congress the number of mistakes it makes in individual assistance award determinations.

- **Increased Federal Disaster Cost Share Act of 2021 (H.R. 1951)**
Increases the Federal cost share from 75 to 90 percent for any federally declared disasters in 2020.
- **Federal Disaster Assistance Coordination Act (H.R. 2016)**
Amends the Disaster Recovery Reform Act of 2018 (DRRA) to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments.
- **Local Water Protection Act (H.R. 2008)**
Reauthorizes an Environmental Protection Agency (EPA) grant program at \$200 million annually to provide funds for states to develop and implement programs for managing nonpoint source water pollution, or pollution from diffuse sources including runoff from farms, managed forests and urban areas.
- **Expedited Delivery of Airport Infrastructure Act of 2021 (H.R. 1615)**
Enables the use of Airport Improvement Program (AIP) funds to incentivize the early completion of critical runway and airport projects.

DOT Secretary Outlines Administration's Priorities Before House Transportation & Infrastructure Committee

On March 25th, the House Transportation and Infrastructure Committee held a hearing entitled "*The Administration's Priorities for Transportation Infrastructure*". During this hearing, Committee Members discussed local projects and priorities, and the Biden Administration's priorities during DOT Secretary Pete Buttigieg's first appearance before the committee. Most Members discussed a desire to work in a bipartisan fashion to pass the next Surface Transportation Reauthorization, and a broader infrastructure package if introduced. Several Members, including Congressman Lowenthal (D-CA) discussed support for the Low-No Emissions program (5339c) and increased investments in the program. Secretary Buttigieg highlighted his support for the program and for reducing emissions while supporting locally preferred projects.

Congresswoman Napolitano asked the Secretary to consider investments in electric vehicle charging stations at interstate rest stops, and investments in transit worker safety. She specifically asked for investment in bus driver safety shields that separate drivers from passengers. Congresswoman Steel spoke in opposition to the California High Speed Rail Project's federal funding. Secretary Buttigieg expressed support for High-Speed Rail, and commended California for being the first to pursue high speed rail. He also said that he is an optimist when it comes to implementing quality high speed rail at reasonable project delivery costs.

The full hearing can be viewed [HERE](#).