



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, May 20, 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/>



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 **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Sidhu

1. Public Comments

Special Calendar

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

An update of Legislative items in Sacramento will be provided.

Consent Calendar (Item 3)

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

3. Approval of Minutes

Approval of the minutes of the Legislative and Communications Committee meeting of April 15, 2021.



Regular Calendar

4. 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 allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding. An update is provided on fiscal year 2021-22 state budget discussions and the priorities being pursued by the Orange County Transportation Authority and its transportation partners.

Recommendation

Adopt a SUPPORT position on SB 640 (Becker, D-San Mateo), which would allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding.

5. 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 update on the President's infrastructure plan and the response from Republicans in Congress is provided. A summary of a related hearing on high-speed rail service is included. The report also details potential environmental policy changes that may affect the agency. In addition, several Congressional transportation-related hearings are summarized on various policy issues to give a high-level overview of the everchanging policy environment in our nation's capital.

Recommendation

Receive and file as an information item.



Discussion Items

6. Fiscal Year 2021-22 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 10, 2021.

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, June 17, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Legislative and Communications Committee Meeting

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
Sahara Meisenheimer, Deputy Clerk of the Board
Allison Cheshire, Interim 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 April 15, 2021 regular meeting of the Legislative and Communications (L&C) Committee was called to order by Committee Chairwoman Bartlett at 9:00 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 Murphy 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:

- Next week is the deadline for all fiscal bills (bills that have a cost) to move out of their policy committees.
- Overview of the following bills that the Orange County Transportation Authority (OCTA) has taken a position on:
 - Assembly Bill (AB) 1499 (Daly, D-Anaheim) – which extends sunset on design-build authority for highway projects. The original legislation allowed the use of design-build for the construction of the Interstate 405 Improvement Project. It is headed to the Assembly Appropriations Committee.



2. (Continued)

- Senate Bill (SB) 623 (Newman, D-Fullerton) – Related to toll agencies: to clean up the statutes related to privacy. The bill does have opposition from consumer groups, but will go to the Senate Judiciary Committee next week.
- SB 261 (Allen, D-Santa Monica) – Completely changes the SB 375 (Chapter 728, Statutes of 2008) program. OCTA took an oppose unless amended position. The bill is headed for the Senate Transportation Committee.
- The budget subcommittees have been quiet the last few weeks and the Governor's May revision will come out on May 14, 2021.
- The budget proposal released yesterday highlights "build-back-boldly." The idea that there is a unique opportunity to invest funds that have not been seen before.
- Some of the proposals include: \$20 billion towards homelessness for the next five years, expansion to Medi-Cal, reducing deductibles, broadband expansion, increases in education funding, and libraries.
- Not much has been heard on the transportation side, except a half billion dollars to be used towards electric vehicles.

A discussion ensued regarding:

- The federal stimulus money does flow directly to the cities. Some homelessness money proposed by the State could potentially be directed to local governments.
- Gas tax revenue projections in the state budget. Staff responded they will look at this more closely when the numbers in the May revision comes out.

Consent Calendar (Items 3 and 4)

3. Approval of Minutes

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

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

Chris Boucly, Section Manager of Capital Projects Outreach, reported on the following:

- Summary of public outreach playing a vital role during the previous phases of the State Route 55 (SR-55) Improvement Project and how it will be critical as the project moves into construction.
- The timelines for the future and starting the construction phase one year in advance.
- Overview of the procurement process and selection of Costin Public Outreach Group to provide community outreach and support for the SR-55 Improvement Project.

Committee Chairwoman Bartlett stated this item was continued from the last meeting and she appreciates staff doing extra research to answer questions.

A motion was made by Director Hennessey, seconded by Committee Vice Chairman Hernandez, and following a roll call vote, declared passed 6-1, to:

- 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.



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.

Director Wagner voted in opposition.

6. Agreement for Customer Information Center Services

Ryan Maloney, Section Manager of Marketing and Customer Relations, reported on the following:

- Summary of the Customer Information Center and the type of services the center provides.
- Overview of the procurement process and selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- Alta Resources Corp. indicated that they were able to reduce costs by approximately 17 percent due to the revised agreement pricing structure and by utilizing new customer communications channels.

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

- 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

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

- Overview of SB 339 (Wiener, D-San Francisco) which is supported by a variety of transportation stakeholders, including OCTA. The bill proposed the extension of the Road User Charge Technical Advisory Committee and the creation of a voluntary pilot program to test revenue collection.
- OCTA has taken a support position on SB 623 by Senator Newman. This position is consistent with a principle in OCTA's state legislative platform which supports efforts to facilitate interoperability between toll facilities and helping to improve the customer experience without infringing on privacy.
- Updates were made to the following:
 - California High-Speed Rail Authority Business Plan for 2020. Reference was made to statements at legislative hearings on the business plan that cited the infrastructure needs on the rail system in Southern California that could be complimentary and the increased funding needs.
 - A rulemaking procedure that the California Air Resources Board is undertaking requiring the transition of locomotives to zero-emission technology.

Committee Chairwoman Bartlett commented on SB 339 and the continuation of Road Charge Technical Advisory Committee until 2027 making sense. She stated that SB-1 (Chapter 5, Statutes of 2017) is not going to collect enough revenue to meet the expanding needs of the State since it is a declining revenue source. Committee Chairwoman Bartlett stated she is in favor of creating a voluntary pilot program to collect revenue through a road usage charge.

A motion was made by Committee Vice Chairman Hernandez, seconded by Director Hennessey, and following a roll call vote, declared passed 7-0, to 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, Senior Government Relations Representative, reported on the following:

- Overview of the \$2.3 trillion infrastructure package, including:
 - The definition of infrastructure;
 - The broader policy goals that Congress will be pursuing; and
 - How cross subsidization within the Highway Trust Fund will affect transportation investments.
- Overview of Community Project Funding, the new name for what used to be known as earmarks, and the unknowns associated with this funding.
- Referenced Attachment A of the Staff Report to outline OCTA's project funding needs.

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

Discussion Items

9. Chief Executive Officer's Report

Jennifer L. Bergener, Deputy Chief Executive Officer, reported that in March, the California State Transportation Agency (CalSTA) unveiled its draft of the Climate Action Plan, also known as CAPTI, for Transportation Infrastructure. The draft CAPTI was developed through collaboration with many different state agencies and the draft plan details how the state recommends investing billions of discretionary transportation dollars to combat and adapt to climate change. Next week, the California Transportation Commission is hosting two public workshops to review the plan and OCTA staff will be monitoring both workshops. CalSTA expects to adopt a final version of CAPTI no later than July 15, 2021.

10. Committee Members' Reports

There were no Committee Members' reports.

11. Closed Session

There were no Closed Session items scheduled.



12. Adjournment

The meeting adjourned at 9:46 a.m.

The next regularly scheduled meeting on 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.

ATTEST

Gene Hernandez
Committee Vice Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



May 20, 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 allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding. An update is provided on fiscal year 2021-22 state budget discussions and the priorities being pursued by the Orange County Transportation Authority and its transportation partners.

Recommendation

Adopt a SUPPORT position on SB 640 (Becker, D-San Mateo), which would allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding.

Discussion

SB 640 (Becker): Transportation Financing: Jointly Proposed Projects

SB 1 (Chapter 5, Statutes of 2017) created the Road Maintenance and Rehabilitation Account, a percentage of which continuously appropriates funding to cities and counties on a formula basis under the Local Streets and Roads Program (LSR), for use on road rehabilitation, safety, and maintenance projects. To receive LSR funding each year, eligible entities must provide a list of projects proposed for funding to the California Transportation Commission (CTC). Each LSR recipient must also annually report to the CTC regarding LSR expenditures. SB 640 (Becker, D-San Mateo) would allow two or more eligible cities, or one or more cities and a county, to jointly propose a project to be funded with their respective LSR apportionments. Pursuant to SB 640, a jointly proposed project must designate a lead agency responsible for reporting to the CTC, and there also must be a memorandum of understanding between the localities jointly proposing the project.

SB 640 allows cities to pool their LSR resources expediently, specifically through one streamlined proposal and reporting process for joint projects. While current law does not explicitly prohibit eligible entities from pooling LSR resources, the CTC allocates funding to each individual entity, and each LSR recipient separately reports to the CTC on how the LSR funds are spent. SB 640 provides additional flexibility for cities and counties to collaborate more effectively to deliver LSR improvements for the benefit of their communities via one consolidated process. In short, SB 640 provides additional flexibility without creating new mandates, essentially treating jointly proposed LSR projects like LSR projects proposed by one entity.

While the Orange County Transportation Authority (OCTA) does not receive LSR funding directly, OCTA works closely with the cities and the County of Orange on LSR improvements. OCTA staff provided an overview of SB 640 at the April 28, 2021, meeting of OCTA's Technical Advisory Committee, and a number of Orange County city staff voiced their support for the flexibility provided in the bill, with no opposition or concerns being raised. In this discussion, OCTA staff reiterated that SB 640 provides additional flexibility for eligible LSR recipients to collaborate without any overly burdensome new requirements, allowing for expanded local decision-making in the delivery of LSR projects in Orange County.

A comprehensive analysis of SB 640, along with the text of the bill, is included as Attachment A. A SUPPORT position on SB 640 is consistent with OCTA's 2021-2022 State Legislative Platform principle to "Support protecting or expanding local decision-making in programming transportation funds." The League of California Cities also has communicated its support of SB 640.

State Budget Update

Last year, in concert with its transit agency partners and the California Transit Association (CTA), OCTA was successful in advocating for statutory relief measures related to the Transportation Development Act (TDA). With the continued need to support transit agencies, Governor Gavin Newsom released proposed budget trailer bill language earlier this year to extend and expand these regulatory relief measures. On February 22, 2021, the OCTA Board of Directors approved a position supporting the intent of these proposals and directed staff to continue to work with the Administration and transportation stakeholders to ensure these are effective in helping transit agencies maintain service and recover from the coronavirus pandemic.

After discussions and input from transit agencies across the state, CTA sent a letter to the Governor and legislative leaders on March 22, 2021, detailing proposed revisions to the statutory relief measures, building on, and enhancing the Administration's original proposal. This letter is included as Attachment B. While, as of writing this staff report, these provisions have yet to be formulated

into legislative bill language, it is anticipated that they are forthcoming. Specifically, OCTA supports CTA's pursuit of securing the following statutory relief measures:

- Prevent any financial penalty to be imposed on a transit operator that is unable to meet its farebox recovery requirement through fiscal year (FY) 2023-24.
- Institute a hold harmless provision for calculation and allocation of the State Transit Assistance (STA) Program, State of Good Repair Program, and Low Carbon Transit Operations Program through FY 2023-24. Such formula programs are based on 50 percent of the revenues for each transit agency.
- Exempt a transit operator from meeting STA efficiency standards, with each agency able to utilize funding for either operating or capital purposes through FY 2023-24.
- Postpone the TDA audit requirements scheduled for calendar years 2022 and 2023. Review the current performance audit requirements to identify opportunities for streamlining.
- Suspend the TDA farebox recovery and STA efficiency criteria requirements for transit agencies through FY 2023-24.
- Revise the definition of operating cost in calculating farebox recovery and STA efficiency criteria requirements to exclude costs related to paratransit, demand-response and microtransit services, payment and ticketing systems, planning for improvements in transit operations, security services and public safety contracts, and specified post-employment benefits.

In addition to the above, other budget requests are also being submitted related to transportation. This includes a budgetary request from Assembly Member Laura Friedman (D-Glendale), the Chair of the Assembly Transportation Committee. Specifically, this request is in conjunction with her bill AB 1147 (Friedman, D-Glendale) that seeks to make changes to SB 375 (Chapter 728, Statutes of 2008), and create more reporting and tracking requirements related to the reduction of regional greenhouse gas emissions through the creation of sustainable communities strategies. Assembly Member Friedman is requesting \$250 million to create a Sustainable Communities Strategy Block Grant Program, which will support planning and implementing projects that will reduce vehicle miles traveled. The program would be administered by the Strategic Growth Council, and funding would be allocated directly to metropolitan planning organizations. The budget request letter is included as Attachment C. Beyond the request by Assembly Member Friedman, other priorities being pursued by transportation stakeholders include seeking additional funding for active transportation and SB 1 programs.

To also help inform the preparation of the state budget, legislative leaders in both the California State Assembly and State Senate have released their budget priorities. Although transportation is not a focal point in these current proposals, both note there will be a significant surplus, and seek to prioritize green investments in order to rebuild the economy and create meaningful jobs. Specifically, leaders call for the need to invest in clean transportation, zero-emission vehicles and charging infrastructure, climate adaptation, and wildfire prevention. On May 14, 2021, the Governor is expected to release his proposed May Revision for the FY 2021-22 state budget (May Revise). Staff will provide a verbal update on the proposal at the Legislative and Communications Committee meeting.

Summary

A support position is requested regarding a legislative proposal to allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding. An overview is provided of the state's budget process and the Orange County Transportation Authority's advocacy for statutory relief priority measures. A verbal update is provided on the May Revise.

Attachments

- A. SB 640 (Becker, D-San Mateo) Bill Analysis with Bill Language
- B. Letter from Michael Pimentel, Executive Director, California Transit Association, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Toni Atkins, President Pro Tempore, California State Senate, and the Honorable Anthony Rendon, Speaker, California State Assembly, dated March 22, 2021, re: Statutory Relief Measures to Support Transit Agencies
- C. Letter from the Honorable Laura Friedman, Chair, Assembly Committee on Transportation, to the Honorable Phil Ting, Chair, Assembly Budget Committee and the Honorable Richard Bloom, Chair, Assembly Budget Subcommittee on Resources & Transportation, dated March 30, 2021, re: Improving California's Sustainable Community Strategies
- 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 640 (Becker, D-San Mateo)
Introduced January 27, 2021
Amended April 6, 2021
Amended April 27, 2021

SUBJECT: SB 640 would allow cities or counties eligible for local streets and roads funding to jointly propose and report on projects for funding.

STATUS: Pending in Senate Appropriations Committee
Passed Senate Transportation Committee 16-0

SUMMARY AS OF APRIL 27, 2021:

SB 1 (Chapter 5, Statutes of 2017) created the Road Maintenance and Rehabilitation Account, a percentage of which is continuously appropriated funding to cities and counties on a formula basis under the Local Streets and Roads Program (LSR), for use on road rehabilitation, safety and maintenance projects. To receive LSR funding each year, eligible cities and counties must provide a list of projects proposed to be funded by their LSR apportionment to the California Transportation Commission (CTC). This project list must be adopted at a regular meeting of the City Council or Board of Supervisor meeting, and the list must contain a description of the proposed project, its location, and the estimated useful life of the improvements. Each city and county receiving LSR funds must also annually submit documentation to the CTC regarding LSR funding expended on each project and the project's expected completion date.

SB 640 (Becker, D-San Mateo) allows two or more eligible cities, or one or more cities and a county, to jointly propose a project to be funded with their respective LSR apportionments. Pursuant to SB 640, eligible entities proposing a joint project must designate one agency as the lead agency. The lead agency is responsible for submitting the joint application and all the applicable documentation to CTC required of LSR recipients under current law. Under the bill, entities jointly proposing a project must also enter into a memorandum of understanding regarding the execution of the project.

EFFECTS ON ORANGE COUNTY:

SB 640 allows cities to pool their LSR resources more expediently. Specifically, the bill creates one streamlined process through which multiple entities can jointly propose and bid on one combined regional LSR project. Under the implementation of current law, neighboring localities must split up LSR projects that cross jurisdictional boundaries into multiple improvements for reporting purposes. While current law does not explicitly prohibit eligible entities from pooling LSR resources, the CTC allocates funding to each individual entity, and each LSR recipient separately reports to the CTC on how the LSR funds are spent. SB 640 provides additional flexibility for cities and counties to collaborate most effectively to deliver LSR improvements for the benefit of their communities via one consolidated proposal and reporting process for joint projects.

The bill's only significant additional condition for LSR recipients to take advantage of the streamlined reporting process for jointly proposed projects is the required memorandum of understanding between the eligible entities. As currently drafted, this requirement allows entities jointly proposing an LSR project to agree between themselves on how to divide up the scope of work and funding contributions, avoiding any type of mandate in statute that might limit local decision-making. Other than this requirement, SB 640 treats jointly proposed LSR projects like LSR projects pursued by one entity.

While the Orange County Transportation Authority (OCTA) does not receive LSR funding directly, OCTA works closely with the cities and the County of Orange on LSR improvements. OCTA staff gave an overview of SB 640 at the April 28, 2021, meeting of OCTA's Technical Advisory Committee. At this meeting, two Orange County cities voiced their support for the flexibility provided by SB 640, with no opposition or concerns being raised. In this discussion, OCTA staff noted that SB 640 provides additional flexibility for eligible LSR recipients to collaborate without overly burdensome new mandates.

A SUPPORT position on SB 640 is consistent with OCTA's 2021-2022 State Legislative Platform principle to "Support protecting or expanding local decision-making in programming transportation funds." The City of Belmont is the sponsor of SB 640, with a variety of transportation stakeholders and public agencies in support, including the League of California Cities. There is no known opposition.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE APRIL 27, 2021

AMENDED IN SENATE APRIL 6, 2021

SENATE BILL

No. 640

Introduced by Senator Becker
(Coauthor: Senator Rubio)
(Coauthor: Assembly Member Mullin)

February 19, 2021

An act to amend Section 2034 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 640, as amended, Becker. Transportation financing: jointly proposed projects.

Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds.

This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, 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. Section 2034 of the Streets and Highways Code
2 is amended to read:

3 2034. (a) (1) Before receiving an apportionment of funds
4 under the program pursuant to paragraph (2) of subdivision (h) of
5 Section 2032 from the Controller in a fiscal year, an eligible city
6 or county shall submit to the commission a list of projects proposed
7 to be funded with these funds. Two or more eligible cities, or one
8 or more cities and a county, may jointly propose a project to be
9 funded with these funds. A jointly proposed project shall be
10 submitted by the city or county designated as the project's lead
11 agency. All projects proposed to receive funding shall be adopted
12 by resolution by the applicable city council or county board of
13 supervisors at a regular public meeting. A jointly proposed project
14 shall additionally be endorsed by a memorandum of understanding
15 approved by the entities jointly proposing the project. The list of
16 projects proposed to be funded with these funds, including jointly
17 proposed projects, shall include a description and the location of
18 each proposed project, a proposed schedule for ~~the~~ *that* project's
19 completion, and the estimated useful life of the improvement. The
20 project list shall not limit the flexibility of an eligible city or county
21 to fund projects in accordance with local needs and priorities so
22 long as the projects are consistent with subdivision (b) of Section
23 2030.

24 (2) The commission shall submit an initial report to the
25 Controller that indicates the cities and counties that have submitted
26 a list of projects as described in this subdivision and that are
27 therefore eligible to receive an apportionment of funds under the
28 program for the applicable fiscal year. If the commission receives
29 a list of projects from a city or county after it submits its initial
30 report to the Controller, the commission shall submit a subsequent
31 report to the Controller that indicates the cities and counties that

1 submitted a list of projects after the commission submitted its
2 initial report.

3 (3) The Controller, upon receipt of the initial report, shall
4 apportion funds to eligible cities and counties.

5 (4) (A) For any city or county that is not included in the initial
6 report submitted to the Controller pursuant to paragraph (2), the
7 Controller shall retain the monthly share of funds that would
8 otherwise be apportioned and distributed to the city or county
9 pursuant to paragraph (3).

10 (B) If the Controller receives a subsequent report from the
11 commission within 90 days of receiving the initial report from the
12 commission that a city or county has become eligible to receive
13 an apportionment, the Controller shall apportion the funds retained
14 pursuant to subparagraph (A) to the city or county.

15 (C) The Controller shall reapportion to all eligible cities and
16 counties pursuant to the formula in clauses (i) and (ii) of
17 subparagraph (C) of paragraph (3) of subdivision (a) of Section
18 2103 any funds that were retained pursuant to subparagraph (A)
19 but that were not apportioned and distributed pursuant to
20 subparagraph (B).

21 (b) For each fiscal year, each city or county receiving an
22 apportionment of funds shall, upon expending program funds,
23 submit documentation to the commission that details the
24 expenditures of all funds under the program, including a description
25 and location of each completed project, the amount of funds
26 expended on the project, the completion date, if applicable, and
27 the estimated useful life of the improvement. For projects jointly
28 proposed pursuant to paragraph (1) of subdivision (a), the lead
29 agency shall submit to the commission the documentation required
30 pursuant to this subdivision.

31 (c) Before receiving an apportionment of funds under the
32 program pursuant to paragraph (2) of subdivision (h) of Section
33 2032, an eligible city or county may expend other funds on eligible
34 projects and may reimburse the source of those other funds when
35 it receives its apportionment from the Controller over one or more
36 years.



Connecting us.

March 22, 2021

The Honorable Gavin Newsom, Governor
State of California
State Capitol, Suite 1173
Sacramento, CA 95814

The Honorable Toni Atkins, President Pro Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon, Speaker
California State Assembly
State Capitol, Room 209
Sacramento, CA 95814

RE: Statutory Relief Measures to Support Transit Agencies

Dear Governor Newsom, President pro Tem Atkins, and Speaker Rendon:

On behalf of the California Transit Association, I, again, want to thank you for steadfast support of California's transit agencies throughout the COVID-19 pandemic.

As you know well, the pandemic precipitated an existential crisis at transit agencies statewide as fare revenue and sales tax losses and the escalating cost of front-line efforts to maintain public health severely threatened agency fiscal solvency and operational capacity. With your support, California was able to capture significant new emergency funding in the federal Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act of 2021, and American Rescue Plan Act of 2021 to help maintain transit service levels in the near-term, ensuring that essential workers, low-income people, people of color, seniors, and persons with disabilities throughout our state have the means to travel as needed. This success notwithstanding, transit agencies estimate that ridership will remain depressed through calendar year 2023 and that staff capacity will continue to be challenged by the ongoing pandemic.

To address these realities, **we respectfully commend to you a variety of near-term actions the Administration and the Legislature can take as part of the budget process that do not require additional state revenue** to ensure transit agencies direct their emergency funding and staff capacity to advancing public health as they maintain service still needed for Californians that must travel via public transit. These actions, which align with measures introduced by the Administration in trailer bill language, would also ensure that transit agencies are not penalized in state funding programs for ridership and farebox recovery data that reflect pandemic conditions and not the underlying performance of transit. Moreover, these actions largely extend relief measures authorized by the Legislature last year in AB 90 (Committee on Budget) [Chapter 17, Statutes of 2020] and AB 107 [Chapter 264, Statutes of 2020].

The attachment accompanying this transmittal letter includes more information on the specific statutory relief measures we are pursuing, which would:

- Create more flexibility in the use of Low Carbon Transit Operations Program funds and continue flexibility in the use of State Transit Assistance – State of Good Repair Program funds;
- Extend hold harmless provision for calculation and allocation of State Transit Assistance Program, STA-State of Good Repair and Low Carbon Transit Operations Program allocations (Local Revenue Basis Only);
- Extend the suspension of counterproductive financial penalties for non-compliance with transit funding efficiency measures in the Transportation Development Act and State Transit Assistance Program; and,
- Temporarily suspend the performance audit requirements in the Transportation Development Act.

Again, we thank you for your leadership through these uncertain times and welcome the opportunity to further discuss these proposed actions with you. Our paramount concern is preserving lifeline and essential mobility options during this crisis; and we look forward to working with you to restore public transportation in California to the national model it was before the pandemic.

If you have any questions, please contact me at 916-446-4656 x1034.

Sincerely



Michael Pimentel
Executive Director

cc: The Honorable Lena Gonzalez, Chair, Senate Transportation Committee
The Honorable Nancy Skinner, Chair, Senate Budget and Fiscal Review Committee
The Honorable Maria Elena Durazo, Chair, Senate Budget Subcommittee No. 5
The Honorable Laura Friedman, Chair, Assembly Transportation Committee
The Honorable Phil Ting, Chair, Assembly Budget Committee
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee No. 3
David Kim, Secretary, California State Transportation Agency
Members, Executive Committee, California Transit Association
Members, State Legislative Committee, California Transit Association
Members, COVID-19 Transit Crisis Relief Task Force, California Transit Association

State-Level COVID-19 Response: Statutory Relief Measures for Public Transportation Agencies

Extend hold harmless provision for calculation and allocation of State Transit Assistance Program, STA-State of Good Repair and Low Carbon Transit Operations Program allocations (Local Revenue Basis Only).

Proposed Amendment:

Section 99314.10 of the Public Utilities Code is amended to read:

(a) Notwithstanding any other law, for the 2020–21, ~~and 2021–2022,~~ **2022-23, and 2023-24** fiscal years, the Controller shall calculate and publish the allocation of funds made pursuant to Section 99314 to each transportation planning agency and county transportation commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Commuter Express Authority, and the member agencies of the Southern California Regional Rail Authority based on the same individual operator ratios published by the Controller in its August 2020 State Transit Assistance Allocation transmittal memo, or as the Controller may subsequently revise that memo before June 30, 2022, to account for an STA-eligible operator's termination of transit operations during those fiscal years or for a new STA-eligible operator, as described in subdivision (c) of Section 99314, during those fiscal years.

(b) In calculating the individual operator ratios for the August 2020 State Transit Assistance Allocation transmittal memo described in subdivision (a), the Controller shall use the data from the most recent annual report submitted by each STA-eligible operator to the Controller pursuant to Section 99243, except that the Controller shall not use data from a fiscal year before the 2017–18 fiscal year. For a subsequent revision to the memo, as described in subdivision (a), the Controller shall incorporate the data from the most recent annual report submitted by a new STA-eligible operator pursuant to Section 99243 into the data used in the memo for existing STA-eligible operators.

(c) Upon allocation of funds pursuant to this section to each transportation planning agency and county transportation commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Commuter Express Authority, and the member agencies of the Southern California Regional Rail Authority, the Controller shall publish the amount of funding allocated to each operator.

Extend the suspension of the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year.

Proposed Amendment:

Section 99314.6 of the Public Utilities Code is amended to read:

(a) Except as provided in Section 99314.7 , the following eligibility standards apply:

(1) Except as provided in paragraph (3), funds shall be allocated for operating or capital purposes pursuant to Sections 99313 and 99314 to an operator if the operator meets either of the following efficiency standards:

(A) The operator shall receive its entire allocation, and any or all of this allocation may be used for operating purposes, if the operator's total operating cost per revenue vehicle hour in the latest year for which audited data are available does not exceed the sum of the preceding year's total operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in the Consumer Price Index for the same period multiplied by the preceding year's total operating cost per revenue vehicle hour.

(B) The operator shall receive its entire allocation, and any or all of this allocation may be used for operating purposes, if the operator's average total operating cost per revenue vehicle hour in the latest three years for which audited data are available does not exceed the sum of the average of the total operating cost per revenue vehicle hour in the three years preceding the latest year for which audited data are available and an amount equal to the product of the average percentage change in the Consumer Price Index for the same period multiplied by the average total operating cost per revenue vehicle hour in the same three years.

...

(e) Notwithstanding subdivision (a), an operator shall be exempt from meeting either efficiency standard under paragraph (1) of subdivision (a) for the 2020-21, ~~and 2021-2022,~~ **2022-2023,** **and 2023-2024** fiscal years and may use the funds allocated pursuant to Sections 99313 and 99314 for operating or capital purposes during that period of time

Extend the suspension of the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares.

Proposed Amendment:

Section 99268.9 of the Public Utilities Code is amended to read:

99268.9. (a) Except as otherwise provided in subdivision (b), if an operator was allocated funds under this article during a fiscal year in which it did not maintain the required ratio of fare revenues to operating cost, the operator's eligibility to receive moneys from the local transportation fund and allocations pursuant to Sections 99313.3 and 99314.3 shall be reduced during a subsequent penalty year by the amount of the difference between the required fare revenues and the actual fare revenues for the fiscal year that the required ratio was not maintained. The penalty year shall be the fiscal year that begins one year after the end of the fiscal year during which the required ratio was not maintained.

...

(c)(1) Notwithstanding subdivision (a), a transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board shall not impose the penalty described in subdivision (a) on an operator that does not maintain the required ratio of fare revenues to operating cost during the 2019-20, or 2020-21, 2021-22, 2022-23, or 2023-24 fiscal year.

(2) This subdivision shall become inoperative on January 1, ~~2022~~ 2025.

Postpone Transportation Development Act audit requirements.

Proposed Amendments:

Section 99244 of the Public Utilities Code is amended to read:

(a) Each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles, as defined in subdivision (i) of Section 99247, within the area under its jurisdiction. However, where a transit development board created pursuant to Division 11 (commencing with Section 120000) or a county transportation commission exists, the board or commission, as the case may be, shall have the responsibility of the transportation planning agency with respect to potential productivity improvements. The recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the performance audit conducted pursuant to Section 99246.

A committee for the purpose of providing advice on productivity improvements may be formed by the responsible entity. The membership of this committee shall consist of representatives from the management of the operators, organizations of employees of the operators, and users of the transportation services of the operators located within the area under the jurisdiction of the responsible entity.

Prior to determining the allocation to an operator for the next fiscal year, the responsible entity shall review and evaluate the efforts made by the operator to implement such recommended improvements.

If the responsible entity determines that the operator has not made a reasonable effort to implement the recommended improvements, the responsible entity shall not approve the allocation to the operator for the support of its public transportation system for the next fiscal year which exceeds the allocation to the operator for such purposes for the current fiscal year.

(b) For the 2020-21, 2021-22, 2022-23, and 2023-24 fiscal years, each transportation planning agency, transportation development board, and county transportation commission, shall be exempt from the requirement described in subdivision (a).

Proposed Amendments:

Section 99245 of the Public Utilities Code is amended to read:

(a) Each transportation planning agency, transit development board created pursuant to Division 11 (commencing with Section 120000), and county transportation commission shall be responsible to ensure that all claimants to whom it directs the allocation of funds pursuant to this chapter shall submit to it an annual certified fiscal audit conducted by an entity other than the

claimant. A report on the audit shall be submitted to the transportation planning agency, transit development board, county transportation commission, and to the Controller within 180 days after the end of the fiscal year. However, the responsible entity may grant an extension of up to 90 days as it deems necessary. The report shall include a certification that the funds allocated to the claimant pursuant to this chapter were expended in conformance with applicable laws and rules and regulations. Except for the first report, the report shall also include the audited amounts for the fiscal year prior to the fiscal year audited.

(b) For the 2020-21, 2021-22, 2022-23, 2023-24 fiscal years, a transportation planning agency, transportation development board, or county transportation commission may allow a claimant to whom it directs allocation of funds pursuant to this chapter to forgo the annual certified fiscal audit described in subdivision (a). If a transportation planning agency, transportation development board, or county transportation commission requires the certified fiscal audit described in subdivision (a), it shall allow a claimant an additional 6 months to submit the certified fiscal audit in the 2020-21 and 2021-22 fiscal years.

Proposed Amendments:

Section 99246 of the Public Utilities Code is amended to read:

(a) The transportation planning agency shall designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The transportation planning agency shall consult with the entity to be audited prior to designating the entity to make the performance audit.

...

(f) Notwithstanding this section, no performance audit otherwise required to be prepared pursuant to this section and otherwise required to be submitted to the director as described in subdivision (c) and made available to the public as described in subdivision (e) in calendar year 2021 shall be required to be submitted to the director and made available to the public any earlier than June 30, 2022.

Continue flexibility in the use of State Transit Assistance – State of Good Repair dollars to support all operating and capital expenses.

Proposed Amendment:

Section 99312.1 of the Public Utilities Code is amended to read:

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

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

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

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

(c) The revenues transferred to the Public Transportation Account for the State Transit Assistance Program that are attributable to subdivision (a) of Section 11053 of the Revenue and Taxation Code are hereby continuously appropriated to the Controller, and, upon allocation pursuant to Sections 99313 and 99314, shall only be expended on the following:

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

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

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

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

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

(e) For each fiscal year, each recipient transit agency receiving an apportionment of funds pursuant to subdivision (c) shall, upon expending those funds, submit documentation to the department that includes a description and location of each completed project, the amount of

funds expended on the project, the completion date, and the estimated useful life of the improvement.

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

(g) Notwithstanding any other law, the Controller shall allocate the funds made available in subdivision (c) in the 2020–21, ~~and 2021–22,~~ **2022-23, and 2023-24** fiscal years pursuant to Sections 99313 and 99314 and, for the funds allocated pursuant to Section 99314, shall allocate those funds in accordance with the individual operator ratios described in Section 99314.10.

(h) (1) Notwithstanding paragraphs (1), (2), and (3) of subdivision (c), a recipient transit agency may expend funds apportioned pursuant to subdivision (c) for the 2019–20 to ~~2021–22~~ **2023-24** fiscal years, inclusive, on any operating or capital costs to maintain transit service levels if the governing board of the recipient transit agency makes a declaration that the expenditure of those funds is necessary to prevent transit service levels from being reduced or eliminated.

(2) The requirements of subdivisions (d), (e), and (f) shall not apply to the receipt or expenditure of funds pursuant to paragraph (1).

Create flexibility in the use of Low Carbon Transit Operations Program dollars to support all operating and capital expenses.

Proposed Amendment:

Section 75230 of the Public Resources Code is amended to read:

- (a) The Low Carbon Transit Operations Program is hereby created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.
- (b) Funding for the program is continuously appropriated pursuant to Section 39719 of the Health and Safety Code from the Greenhouse Gas Reduction Fund established pursuant to Section 16428.8 of the Government Code.
- (c) Funding shall be allocated by the Controller on a formula basis consistent with the requirements of this part and with Section 39719 of the Health and Safety Code, upon a determination by the Department of Transportation that the expenditures proposed by a recipient transit agency meet the requirements of this part and guidelines developed pursuant to this section, and that the amount of funding requested is currently available.
- (d) A recipient transit agency shall demonstrate that each expenditure of program moneys allocated to the agency reduces greenhouse gas emissions.
- (e) A recipient transit agency shall demonstrate that each expenditure of program moneys does not supplant another source of funds.
- (f) Moneys for the program shall be expended to provide transit operating or capital assistance that meets any of the following:
- (1) Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
 - (2) Operational expenditures that increase transit mode share.
 - (3) Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.
- (4) For Fiscal Years 2020-21 through 2023-24, a recipient transit agency may expend program moneys for operational and capital costs in order to maintain existing or reduced transit service levels if the agency's board makes a declaration that the service would otherwise be eliminated. The requirements of subsections (a), (b), and (g)(1), (l) and (s) of this section shall not apply during this period.**
- (g) (1) For recipient transit agencies whose service areas include disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this chapter shall be expended on projects or services that meet the requirements of subdivisions (d), (e), and (f) and benefit the disadvantaged communities, as identified consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715.

(2) The requirement of paragraph (1) is waived if the recipient transit agencies expend the funding provided pursuant to this section on any of the following:

(A) New or expanded transit service that connects with transit service serving disadvantaged communities, as identified in Section 39711 of, or in low-income communities, as defined in paragraph (2) of subdivision (d) of Section 39713 of, the Health and Safety Code.

(B) Transit fare subsidies and network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes.

(C) The purchase of zero-emission transit buses and supporting infrastructure.

(3) Expenditures made pursuant to paragraph (2) shall be deemed to have met all applicable requirements established pursuant to Section 39713 of the Health and Safety Code.

(4) This section does not require a recipient transit agency to provide individual rider data to the Department of Transportation or the State Air Resources Board.

(h) The Department of Transportation, in coordination with the State Air Resources Board, shall develop guidelines that describe the methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the criteria in subdivisions (d), (e), (f), and (g) and establish the reporting requirements for documenting ongoing compliance with those criteria.

(i) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines for the program pursuant to this section.

(j) A recipient transit agency shall submit the following information to the Department of Transportation before seeking a disbursement of funds pursuant to this part:

(1) A list of proposed expense types for anticipated funding levels.

(2) The documentation required by the guidelines developed pursuant to this section to demonstrate compliance with subdivisions (d), (e), (f), and (g).

(k) For capital projects, the recipient transit agency shall also do all of the following:

(1) Specify the phases of work for which the agency is seeking an allocation of moneys from the program.

(2) Identify the sources and timing of all moneys required to undertake and complete any phase of a project for which the recipient agency is seeking an allocation of moneys from the program.

(3) Describe intended sources and timing of funding to complete any subsequent phases of the project, through construction or procurement.

(l) A recipient transit agency that has used program moneys for any type of operational assistance allowed by subdivision (f) in a previous fiscal year may use program moneys to continue the same service or program in any subsequent fiscal year if the agency can demonstrate that reductions in greenhouse gas emissions can be realized.

(m) Before authorizing the disbursement of funds, the Department of Transportation, in coordination with the State Air Resources Board, shall determine the eligibility, in whole or in

part, of the proposed list of expense types, based on the documentation provided by the recipient transit agency to ensure ongoing compliance with the guidelines developed pursuant to this section.

(n) The Department of Transportation shall notify the Controller of approved expenditures for each recipient transit agency, and the amount of the allocation for each agency determined to be available at that time of approval.

(o) A recipient transit agency that does not submit an expenditure for funding in a particular fiscal year may retain its funding share, and may accumulate and utilize that funding share in a subsequent fiscal year for a larger expenditure, including operating assistance. The recipient transit agency must first specify the number of fiscal years that it intends to retain its funding share and the expenditure for which the agency intends to use these moneys. A recipient transit agency may only retain its funding share for a maximum of four years.

(p) A recipient transit agency may, in any particular fiscal year, loan or transfer its funding share to another recipient transit agency within the same region for any identified eligible expenditure under the program, including operating assistance, in accordance with procedures incorporated by the Department of Transportation in the guidelines developed pursuant to this section, which procedures shall be consistent with the requirement in subdivision (g).

(q) A recipient transit agency may apply to the Department of Transportation to reassign any savings of surplus moneys allocated under this section to the agency for an expenditure that has been completed to another eligible expenditure under the program, including operating assistance. A recipient transit agency may also apply to the Department of Transportation to reassign to another eligible expenditure any moneys from the program previously allocated to the agency for an expenditure that the agency has determined is no longer a priority for the use of those moneys.

(r) The recipient transit agency shall provide annual reports to the Department of Transportation, in the format and manner prescribed by the department, consistent with the internal administrative procedures for the use of the fund proceeds developed by the State Air Resources Board.

(s) The Department of Transportation and recipient transit agencies shall comply with the guidelines developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code to ensure that the requirements of Section 39713 of the Health and Safety Code are met to maximize the benefits to disadvantaged communities as described in Section 39711 of the Health and Safety Code.

(t) A recipient transit agency shall comply with all applicable legal requirements, including the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000)), and civil rights and environmental justice obligations under state and federal law. Nothing in this section shall be construed to expand or extend the applicability of those laws to recipient transit agencies.

(u) The audit of public transportation operator finances already required under the Transportation Development Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code) pursuant to Section 99245 of that code shall be expanded to include verification of receipt and appropriate expenditure of moneys from the

program. Each recipient transit agency receiving moneys from the program in a fiscal year for which an audit is conducted shall transmit a copy of the audit to the Department of Transportation, and the department shall make the audits available to the Legislature and the Controller for review on request.

(v) Notwithstanding subdivision (c), the Controller shall allocate funding pursuant to this section for the 2020–21, ~~and 2021–22,~~ **2022-23, and 2023-24** fiscal years to recipient transit agencies pursuant to the individual operator ratios described in Section 99314.10 of the Public Utilities Code.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0043
(916) 319-2043
FAX (916) 319-2143

DISTRICT OFFICE
300 EAST MAGNOLIA BOULEVARD, SUITE 504
BURBANK, CA 91502
(818) 558-3043
FAX (818) 558-3042

E-MAIL
Assemblymember.Friedman@assembly.ca.gov



COMMITTEES
CHAIR: TRANSPORTATION
ARTS, ENTERTAINMENT, SPORTS,
TOURISM, AND INTERNET MEDIA
NATURAL RESOURCES
WATER, PARKS AND WILDLIFE

March 30, 2021

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee on Resources & Transportation
State Capitol, Room 2003
Sacramento, CA 95814

RE: Improving California's Sustainable Community Strategies

Dear Chairs Ting and Bloom:

The Legislature has a unique opportunity to invest this year to dramatically improve the achievement of California's greenhouse gas (GHG) reduction goals and improve the quality of life for many Californians. I respectfully request appropriations be made in this year's budget to begin the implementation of AB 1147; my bill which seeks to invest in large and transformative vehicle miles traveled (VMT) reduction projects at the Strategic Growth Council (SGC) and transformative active transportation projects at the Department of Transportation (Caltrans).

California has consistently fallen short in reducing GHGs in the transportation and land use sector. In 2018, the Air Resources Board (ARB) released a report evaluating SB 375 implementation and found that California was not on track to meet the GHG reductions expected under SB 375 for 2020, with emissions from statewide passenger vehicle travel per capita increasing and going in the wrong direction. In the report, the ARB concluded that, "so far, all [regions] – acting rationally within the state's current structure of incentives, political forces, and policy restrictions – have not been able to enact the magnitude of change needed."

There are many strategies to reduce GHG from the transportation sector, but making communities more walkable, bikeable, and with increased access to public transportation must be part of the equation. By making the investments I request below, we can set California on the course to meet its VMT reduction goals and avoid the cumulative emissions impacts of continuing to promote land use and transportation policy that increases VMT.

I would like to request the following appropriations related to this matter:

- \$250 thousand to the SGC to expand the scope of the report required by my AB 285, Chapter 605, Statutes of 2019, to include a convening of state, regional, local partners to review barriers and make recommendations for meeting VMT GHG targets;
- Two positions at the ARB for increased workload to implement AB 1147 and support the Sustainable Communities Strategy Program; and,
- \$250 million to the SGC to create the SCS Block Grant Program. The SCS Block Grant Program is for completing the necessary planning to identify transformative VMT reducing projects and carry out those projects. The SCS Block Grant Program plans should be able to demonstrate significant VMT reduction, be developed with community partners and have a strong equity component to help all Californians.

In addition, at the recent California Transportation Commission meeting out of a total of 454 Active Transportation Program applications, only 41 projects were chosen for funding. Commissioners stated that additional funding is needed for the program to provide VMT reduction benefit and the strong public health and safety co-benefits of the program. I support their request and advocate for additional funding for the Active Transportation Program and for that funding to be used on innovative pilot projects identified in AB 1147 such as bicycle highways and the 15-minute city concept.

Reducing VMT generates many benefits, including alleviating traffic congestion, reducing air pollution, reducing GHG emissions, reducing our dependence on foreign oil, improving public health through increased exercise, and enhancing interactions within our communities. The pandemic has increased our understanding about how important these benefits are. California will not achieve the necessary GHG emissions reductions without significant changes to how communities and transportation systems are planned, funded, and built.

This year may be the best opportunity in a lifetime to make those significant changes. For all the reasons stated, I urge you to appropriate the funding requested above for this important purpose.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Friedman", written in a cursive style.

LAURA FRIEDMAN, Chair
Assembly Committee on Transportation



Orange County Transportation Authority Legislative Matrix

2021 State Legislation Session
May 20, 2021

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>► AB 339 (Lee – D)</p> <p>State and Local Government: Open Meetings</p>	<p>Requires open and public meetings of city councils and boards of supervisors with populations greater than 250,000 to include an opportunity for all persons to attend and make public comment via a call-in option or an internet-based service option. Requires open and public meetings to provide the public with an opportunity to comment on proposed legislation, and requires translation services to be provided, as specified. These provisions would become inoperative on December 31, 2023.</p>	<p>INTRODUCED: 01/28/2021 LAST AMEND: 05/04/2021 LOCATION: ASSEMBLY APPROPRIATIONS COMMITTEE</p> <p>STATUS: 05/04/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>	<p><i>Neutral</i> <i>(as of amendments</i> <i>May 5, 2021)</i></p> <p>Oppose: Transportation Corridor Agencies (TCA), Rural Counties Representatives of California, California Special Districts Association, League of California Cities, California State Association of Counties</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1499 (Daly – D)</p> <p>Transportation: Design-Build: Highways</p>	<p>Extends statewide design-build authority related to the state highway system indefinitely.</p>	<p>INTRODUCED: 02/19/2021 LOCATION: Assembly Appropriations Committee</p> <p>STATUS: 04/05/2021 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.</i></p>	<p>Support</p> <p>Support: Self-Help Counties Coalition (co-sponsor), Professional Engineers in California Government (co-sponsor)</p>

BILL NO./ AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
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 Transportation Committee STATUS: 03/15/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2).	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 LAST AMEND: 04/05/2021 LOCATION: Senate Second Reading File</p> <p>STATUS: 04/22/2021 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0))</i></p>	<p>NEUTRAL (as of amendments April 5, 2021)</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 LAST AMEND: 04/05/2021 LOCATION: Senate Appropriations Committee</p> <p>STATUS: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</i></p>	<p>SUPPORT</p> <p>Support: CALCOG, California Transit Association, California Transportation Commission, Bay Area Rapid Transit</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 623 (Newman – D)</p> <p>Electronic Toll and Transit Fare Collection Systems</p>	<p>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.</p>	<p>INTRODUCED: 02/18/2021 LOCATION: Senate Judiciary Committee</p> <p>STATUS: 04/27/2021 <i>In SENATE Committee on JUDICIARY: Not heard.</i></p>	<p>SUPPORT</p> <p>Support: TCA, Southern California Association of Governments, Bay Area Toll Authority</p>
<p>► SB 640 (Becker – D)</p> <p>Transportation Financing: Jointly Proposed Projects</p>	<p>Authorizes cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of Local Street and Road funds.</p>	<p>INTRODUCED: 02/19/2021 LAST AMEND: 04/27/2021 LOCATION: Senate Appropriations Committee</p> <p>STATUS: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</i></p>	<p>Staff Recommends SUPPORT</p> <p>Support: League of California Cities, City of Belmont, American Public Works Association California Advocacy Committee, California Asphalt Pavement Association, City of Burlingame, City of Fresno, City of San Carlos, City of San Mateo, Fresno Council of Governments, San Mateo County</p>

BILLS BEING MONITORED

CA AB 5 (Fong), which pertained to the high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 11 (Ward), which pertained to climate adaptation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 29	AUTHOR:	Cooper [D]
	TITLE:	State Bodies: Meetings
	INTRODUCED:	12/07/2020
	LOCATION:	Assembly Appropriations 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:	
	04/21/2021	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Public Meetings

► AB 30	AUTHOR:	Kalra [D]
	TITLE:	Outdoor Access To Nature: Environmental Equity
	INTRODUCED:	12/07/2020
	LAST AMEND:	03/22/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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.
	STATUS:	
	04/26/2021	From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Do pass to Committee on APPROPRIATIONS. (11-4)
	CATEGORY:	Environment

► AB 41	AUTHOR:	Wood [D]
	TITLE:	Broadband Infrastructure Deployment
	INTRODUCED:	12/07/2020
	LAST AMEND:	04/21/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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.
	STATUS:	04/26/2021 Assembly Appropriations Committee
	CATEGORY:	Broadband

► AB 43	AUTHOR:	Friedman [D]
	TITLE:	Traffic Safety
	INTRODUCED:	12/07/2020
	LAST AMEND:	03/22/2021
	HEARING:	05/05/2021 9:00am
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law.
	STATUS:	04/20/2021 In ASSEMBLY. Coauthors revised.
	CATEGORY:	Planning

CA AB 50 (Boerner Horvath), which pertained to sea level rise, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 51 (Quirk), which pertained to regional climate adaptation planning groups, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 67	AUTHOR:	Petrie-Norris [D]
	TITLE:	Sea Level Rise: Working Group: Economic Analysis
	INTRODUCED:	12/07/2020
	LAST AMEND:	04/05/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires a state agency to take into account the current and future impacts of sea level rise <i>based on projections provided by the Ocean Protection Council</i> 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:	04/14/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (11-0)
	CATEGORY:	Environment

► AB 72	AUTHOR:	Petrie-Norris [D]
	TITLE:	Environmental Protection: Coastal Adaptation Projects
	INTRODUCED:	12/07/2020
	LOCATION:	Assembly Appropriations 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:	04/28/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Environment

► AB 95	AUTHOR:	Low [D]
	TITLE:	Employees: Bereavement Leave
	INTRODUCED:	12/07/2020
	LAST AMEND:	03/22/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Enacts the Bereavement Leave Act of 2021. Requires an employer with 25 or more employees to grant a <i>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:	04/21/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Employment Terms & Conditions

CA AB 96 (O'Donnell), which pertained to the zero-emission truck technology failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 106	AUTHOR:	Salas [D]
	TITLE:	Regions Rise Grant Program
	INTRODUCED:	12/16/2020
	LAST AMEND:	04/20/2021
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Establishes the Regions Rise Grant Program within <i>the Office of Planning and Research</i> 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.
	STATUS:	
	04/27/2021	From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY: Do pass as amended to Committee on APPROPRIATIONS. (6-0)
	CATEGORY:	Miscellaneous

CA AB 108 (Cunningham), which pertained to the California Emergency Services Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 111 (Boerner Horvath), which pertained to the zero-emission vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 117	AUTHOR:	Boerner Horvath [D]
	TITLE:	Air Quality Improvement Program: Electric Bicycles
	INTRODUCED:	12/18/2020
	LAST AMEND:	03/24/2021
	LOCATION:	Assembly Appropriations 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:	
	04/28/2021	In ASSEMBLY Committee on APPROPRIATIONS: To Suspend File.
	CATEGORY:	Funding

► AB 123	AUTHOR:	Gonzalez [D]
	TITLE:	Paid Family Leave: Weekly Benefit Amount
	INTRODUCED:	12/18/2020
	LOCATION:	Assembly Appropriations Committee
	HEARING:	05/05/2021 9:00am
	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:	
	04/15/2021	From ASSEMBLY Committee on INSURANCE: Do pass to Committee on APPROPRIATIONS. (10-1)
	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 Third Reading File
	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:	
	04/29/2021	In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Employment Terms & Conditions

CA AB 261 (Seyarto), which pertained to emergency vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 273 (Irwin), which pertained to the cannabis advertising on highways, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 284	AUTHOR:	Rivas, R. [D]
	TITLE:	Global Warming Solutions Act of 2006: Climate Goal
	INTRODUCED:	01/21/2021
	LAST AMEND:	04/14/2021
	LOCATION:	Assembly Appropriations Committee
	HEARING:	05/05/2021 9:00am
	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:	
	04/14/2021	From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.
	04/14/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Environment

CA AB 294 (Santiago), which pertained to the Vehicle Tow and Storage Act failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 302	AUTHOR:	Ward [D]
	TITLE:	San Diego Metropolitan Transit Development Board
	INTRODUCED:	01/25/2021
	LAST AMEND:	03/15/2021
	LOCATION:	SENATE
	SUMMARY:	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.
	STATUS:	
	04/08/2021	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (74-0)
	CATEGORY:	Rail and Transit

▶ AB 343	AUTHOR:	Fong [R]
	TITLE:	California Public Records Act Ombudsperson
	INTRODUCED:	01/28/2021
	LAST AMEND:	04/21/2021
	LOCATION:	Assembly Appropriations Committee
	HEARING:	05/05/2021 9:00am
	SUMMARY:	<i>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.</i>
	STATUS:	
	04/21/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Rail and Transit

CA AB 346 (Seyarto), which pertained to privacy, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 349	AUTHOR:	Holden [D]
	TITLE:	<i>Small Businesses: Contracting: Outreach: Underrepresented Groups</i>
	INTRODUCED:	01/28/2021
	LAST AMEND:	04/15/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	<i>Requires the director and the heads of other state agencies that enter into contracts, in addition to any other applicable requirement for public notice of contracts, to publish or otherwise make available information regarding public notice of contracts, as the awarding agency determines to be appropriate, in order to ensure all communities have access to the public notice.</i>
	STATUS:	
	04/26/2021	From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)
	CATEGORY:	Miscellaneous

► AB 361	AUTHOR:	Rivas, R. [D]
	TITLE:	Open Meetings: Local Agencies: Teleconferences
	INTRODUCED:	02/01/2021
	LAST AMEND:	04/06/2021
	HEARING:	05/05/2021 at 1:30pm
	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. <i>Makes conforming changes.</i>
	STATUS:	04/06/2021 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.
		04/06/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
	CATEGORY:	Audits, Records, Report, and Litigation

► AB 363	AUTHOR:	Medina [D]
	TITLE:	Carl Moyer Air Quality Standards Attainment Program
	INTRODUCED:	02/01/2021
	LAST AMEND:	04/12/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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).
	STATUS:	04/26/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12-0)
	CATEGORY:	Environment

► AB 371	AUTHOR:	Jones-Sawyer [D]
	TITLE:	Shared Mobility Devices: Insurance and Tracking
	INTRODUCED:	02/01/2021
	LAST AMEND:	04/29/2021
	LOCATION:	Assembly Third Reading File
	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 <i>reporting illegal or negligent activity. Relates to rather than require the shared mobility service provider to maintain commercial general liability insurance with a carrier doing business in California, would require the coverage to be with an admitted insurer or a nonadmitted insurer, as specified.</i>
	STATUS:	04/29/2021 In ASSEMBLY. Read third time and amended. To third reading.
	CATEGORY:	Miscellaneous

▶ AB 455	AUTHOR:	Bonta [D]
	TITLE:	Bay Bridge: <i>Transit-Only Traffic Lanes</i>
	INTRODUCED:	02/08/2021
	LAST AMEND:	03/25/2021
	LOCATION:	<i>Assembly Appropriations Committee</i>
	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:	
	<i>04/27/2021</i>	<i>In ASSEMBLY. Coauthors revised.</i>
	CATEGORY:	Rail and Transit

▶ AB 459	AUTHOR:	Mathis [R]
	TITLE:	Vehicles: Registration Fees: Exceptions
	INTRODUCED:	02/08/2021
	LOCATION:	<i>Assembly Appropriations Committee</i>
	SUMMARY:	Extends a prorated discount on vehicle registration fees, as specified, to a partially disabled veteran, as defined.
	STATUS:	
	<i>04/29/2021</i>	<i>In ASSEMBLY. Coauthors revised.</i>
	CATEGORY:	Funding

CA AB 476 (Mullin), which pertained to transit buses on shoulders of state highways, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 512	AUTHOR:	Holden [D]
	TITLE:	Surplus Unimproved Property: City of Los Angeles
	INTRODUCED:	02/09/2021
	LAST AMEND:	03/30/2021
	LOCATION:	<i>Assembly Appropriations Committee</i>
	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 <i>to offer to sell those properties at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes, as provided.</i>
	STATUS:	
	<i>04/28/2021</i>	<i>In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</i>
	CATEGORY:	Surplus Land

► 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 or a remote location not at a physical location of the employer to receive legally required notices and postings electronically and sign certain documents electronically.</p> <p>STATUS: 03/17/2021 From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments. 03/17/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</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: 04/29/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: <i>Authorizes the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified.</i></p> <p>STATUS: 04/29/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</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 and would require the Office of Planning and Research to administer the program.</p> <p>STATUS: 04/14/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p>CATEGORY: Environment</p>

► AB 604	<p>AUTHOR: Daly [D]</p> <p>TITLE: Road Maintenance and Rehabilitation Account</p> <p>INTRODUCED: 02/11/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>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.</p> <p>STATUS: 04/29/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p>CATEGORY: Funding</p>
► AB 629	<p>AUTHOR: Chiu [D]</p> <p>TITLE: San Francisco Bay Area: Public Transportation</p> <p>INTRODUCED: 02/12/2021</p> <p>LAST AMEND: 03/22/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: Requires the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.</p> <p>STATUS: 04/27/2021 In ASSEMBLY. Coauthors revised.</p> <p>CATEGORY: Transit</p>
► AB 641	<p>AUTHOR: Holden [D]</p> <p>TITLE: Transportation Electrification</p> <p>INTRODUCED: 02/12/2021</p> <p>LAST AMEND: 04/27/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: Requires each local publicly owned electric utility to facilitate and ensure the availability of infrastructure for the charging of passenger motor vehicles within its service territory.</p> <p>STATUS: 04/27/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>CATEGORY: Miscellaneous</p>

► AB 654	<p>AUTHOR: Reyes [D]</p> <p>TITLE: COVID-19: Exposure: Notification</p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>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.</p> <p>STATUS: <i>04/28/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 660	<p>AUTHOR: Cooper [D]</p> <p>TITLE: Department of Motor Vehicles: Records: Pull-Notice System</p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: <i>Assembly Appropriations Committee</i></p> <p>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.</p> <p>STATUS: <i>04/26/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 680	<p>AUTHOR: Burke [D]</p> <p>TITLE: Greenhouse Gas Reduction Fund: <i>Jobs Plan Act of 2021</i></p> <p>INTRODUCED: 02/12/2021</p> <p>LOCATION: <i>Assembly Second Reading File</i></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: <i>04/28/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on APPROPRIATIONS. (8-0)</i></p> <p>CATEGORY: Employment Terms & Conditions</p>

► AB 703	AUTHOR:	Rubio [D]
	TITLE:	Open Meetings: Local Agencies: Teleconferences
	INTRODUCED:	02/12/2021
	LAST AMEND:	04/29/2021
	LOCATION:	Assembly Local Government Committee
	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.
	STATUS:	
	04/29/2021	From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.
	04/29/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
	CATEGORY:	Public Meetings

AB 712 (Calderon), which pertained to the change orders, was amended to relate only to the County of Los Angeles. Therefore, the bill has been removed from the matrix.

► AB 713	AUTHOR:	Garcia, C. [D]
	TITLE:	State Air Resources Board: Greenhouse Gas Emissions
	INTRODUCED:	02/12/2021
	LAST AMEND:	04/12/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.
	STATUS:	
	04/28/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (10-0)
	CATEGORY:	Planning

► AB 761	AUTHOR:	Chen [R]
	TITLE:	County Employees' Retirement: Personnel: Orange County
	INTRODUCED:	02/16/2021
	LAST AMEND:	03/18/2021
	LOCATION:	Senate
	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:	
	04/22/2021	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0).
	CATEGORY:	Employment Terms & Conditions

CA AB 786 (Cervantes), which pertained to the Executive Director of the California Transportation Commission, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 794 **AUTHOR:** Carrillo [D]
TITLE: Air Pollution: Purchase of new vehicles: incentive programs: eligibility: labor and workforce standards
INTRODUCED: 02/16/2021
LAST AMEND: 04/28/2021
LOCATION: Assembly Appropriations Committee
SUMMARY:
Establishes specified labor and workforce standards that a manufacturer of new vehicles would be required to meet in order for the vehicles to be eligible under the incentive programs. Specifies that new vehicles eligible for incentives would be required to comply with the Federal Transit Administration's domestic content standards for federal procurement of vehicles.
STATUS:
04/28/2021 *In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
CATEGORY: Environment

► AB 811 **AUTHOR:** Rivas [D]
TITLE: LA County Metropolitan Transportation Authority
INTRODUCED: 02/16/2021
LAST AMEND: 04/06/2021
LOCATION: Assembly Appropriations 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:
04/26/2021 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)*
CATEGORY: Public Works

► AB 819 **AUTHOR:** Levine [D]
TITLE: Environmental Quality Act: Notices and Documents
INTRODUCED: 02/16/2021
LAST AMEND: 04/05/2021
LOCATION: Senate
SUMMARY:
Requires the lead agency under CEQA to post notices to persons who have filed a written request for notices on their internet website.
STATUS:
04/22/2021 *In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0)*
CATEGORY: Environment

CA AB 823 (Gray), which pertained to the high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 833 (Quirk-Silva), which pertained to state grants, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 845 **AUTHOR:** Rodriguez [D]
 TITLE: Disability Retirement: COVID-19: Presumption
 INTRODUCED: 02/17/2021
 LAST AMEND: 03/30/2021
 LOCATION: Assembly Third Reading
 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:
 04/29/2021 In ASSEMBLY. Read second time. To third reading.
 CATEGORY: Employment Terms & Conditions

► AB 859 **AUTHOR:** Irwin [D]
 TITLE: Mobility Devices: Personal Information
 INTRODUCED: 02/17/2021
 LOCATION: Assembly Appropriations 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:
 04/21/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
 CATEGORY: Miscellaneous

► AB 878 **AUTHOR:** Dahle [R]
 TITLE: Wildlife Resources: Natural Community Conservation Plan
 INTRODUCED: 02/17/2021
 LOCATION: Assembly Appropriations 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:
 04/08/2021 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Do pass to Committee on APPROPRIATIONS. (15-0)
 CATEGORY: Planning

CA AB 885 (Quirk), which pertained to public meetings, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 893 (Davies), which pertained to the emergency regulations, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 897	AUTHOR: Mullin [D] TITLE: Office of Planning and Research: Regional Climate INTRODUCED: 02/17/2021 LAST AMEND: 04/19/2021 LOCATION: Assembly Appropriations Committee SUMMARY: Requires a regional climate network to develop a regional climate adaptation action plan, plan and to submit the plan to the office for review, comments, and approval. STATUS: 04/19/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Environment
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CA AB 906 (Carrillo), which pertained to the zero-emission trucks, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 908 (Frazier), which pertained to the Natural Resources Agency, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 909 (Frazier), which pertained to the Wildfire Risk Assessment Map, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 917	AUTHOR: Bloom [D] TITLE: Vehicles: Video Imaging of Parking Violations INTRODUCED: 02/17/2021 LAST AMEND: 04/26/2021 LOCATION: Assembly Third Reading File SUMMARY: 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. STATUS: 02/25/2021 In ASSEMBLY. Read second time. To third reading. CATEGORY: Rail and Transit
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► AB 919	AUTHOR:	Grayson [D]
	TITLE:	Construction Defects: Actions: Statute of Limitations
	INTRODUCED:	02/17/2021
	LAST AMEND:	04/13/2021
	LOCATION:	Assembly Judiciary Committee
	SUMMARY:	Shortens the timeframe in which <i>specified actions against a nonprofit housing corporation, as defined, may be brought for underlying construction projects using a certified skilled and trained workforce.</i>
	STATUS:	
	04/13/2021	From ASSEMBLY Committee on JUDICIARY with author's amendments.
	04/13/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on JUDICIARY.
	CATEGORY:	Public Works

► AB 926	AUTHOR:	Mathis [R]
	TITLE:	Fire Prevention: Local Assistance Grant Program
	INTRODUCED:	02/17/2021
	LAST AMEND:	03/08/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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.
	STATUS:	
	04/29/2021	In ASSEMBLY. Coauthors revised.
	CATEGORY:	Environment

CA AB 943 (Garcia), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 950	AUTHOR:	Ward [D]
	TITLE:	Department of Transportation: Sales of Excess Property
	INTRODUCED:	02/17/2021
	LOCATION:	Assembly Appropriations Committee
	LAST AMEND:	04/19/2021
	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:	
	04/29/2021	From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on APPROPRIATIONS. (7-0)
	CATEGORY:	Surplus Land

► AB 955	AUTHOR: Quirk [D]
	TITLE: Highways: Encroachment Permits: Broadband Facilities
	INTRODUCED: 02/17/2021
	LAST AMEND: 04/06/2021
	LOCATION: Assembly Appropriations Committee
	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.
	STATUS: 04/28/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on APPROPRIATIONS. (13-0)
	CATEGORY: Planning

AB 983 (Garcia), which pertained to public contracts, was amended to relate battery manufacturers. Therefore, the bill has been removed from the matrix.

► AB 984	AUTHOR: Rivas [D]
	TITLE: Vehicle Identification and Registration
	INTRODUCED: 02/18/2021
	LAST AMEND: 04/27/2021
	LOCATION: Assembly Appropriations Committee
	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.
	STATUS: 04/27/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY: Miscellaneous

▶ AB 992	AUTHOR:	Cooley [D]
	TITLE:	<i>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program</i>
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/25/2021
	LOCATION:	<i>Assembly Appropriations Committee</i>
	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:	
	04/28/2021	<i>From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (11-0)</i>
	CATEGORY:	Funding

▶ AB 1001	AUTHOR:	Garcia, C. [D]
	TITLE:	<i>Environment: air pollution and mitigation measures for air and water quality impacts</i>
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/20/2021
	LOCATION:	<i>Assembly Natural Resources Committee</i>
	SUMMARY:	<i>Provides that industrial sources that were subject to the market-based compliance mechanism and that fail to implement best available retrofit control technology are not eligible to participate in the market-based compliance mechanism.</i>
	STATUS:	
	04/20/2021	<i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i>
	04/20/2021	<i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</i>
	CATEGORY:	Environment

CA AB 1028 (Seyarto), which pertained to telework, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1035	<p>AUTHOR: Salas [D]</p> <p>TITLE: <i>Department of Transportation and local agencies: streets and highways: recycled materials</i></p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 04/05/2021</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>HEARING: 05/05/2021 9:00am</p> <p>SUMMARY: <i>Requires the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.</i></p> <p>STATUS: 04/12/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)</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>LAST AMEND: 04/20/2021</p> <p>LOCATION: Assembly Second Reading File</p> <p>SUMMARY: <i>Requires a civil infrastructure project, as defined, with a certain project cost that receives any state funding and begins preconstruction activities after a certain date, to deploy digital construction management technologies, as defined.</i></p> <p>STATUS: 04/27/2021 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY: Do pass as amended to Committee on APPROPRIATIONS. (6-0)</p> <p>CATEGORY: Funding</p>
► AB 1041	<p>AUTHOR: Wicks [D]</p> <p>TITLE: Leave Issues</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 04/22/2021</p> <p>LOCATION: Assembly Appropriations Committee</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 <i>is a designated person.</i></p> <p>STATUS: 04/26/2021 In ASSEMBLY. Suspend Assembly Rule 96. 04/26/2021 Re-referred to ASSEMBLY Committee on APPROPRIATIONS.</p> <p>CATEGORY: Employment Terms & Conditions</p>

► AB 1047	AUTHOR:	Daly [D]
	TITLE:	Road Repair and Accountability Act of 2017: Reporting
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/26/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public.
	STATUS:	04/28/2021 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Miscellaneous

CA AB 1049 (Davies), which pertained to the Public Transportation Account, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1069 (Lackey), which pertained to zero-emission passenger vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

AB 1074 (Gonzalez), which pertained to rehiring and retention displaced workers, was amended to relate specifically to hotel service workers. Therefore, the bill has been removed from the matrix.

► AB 1091	AUTHOR:	Berman [D]
	TITLE:	Santa Clara Valley Transportation Authority: Board
	INTRODUCED:	02/18/2021
	LOCATION:	Assembly Local Government Committee
	HEARING:	05/05/2021 1:30pm
	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.
	STATUS:	03/04/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT.
	CATEGORY:	Miscellaneous

► AB 1110	AUTHOR:	Rivas [D]
	TITLE:	Zero-Emission Vehicles: Clean Fleet Program
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/20/2021
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Establishes the California Clean Fleet Accelerator Program, administered by the Governor's Office of Business and Economic Development (GO-Biz)
	STATUS:	04/27/2021 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY: Do pass as amended to Committee on APPROPRIATIONS. (6-0)
	CATEGORY:	Funding

CA AB 1116 (Friedman), which pertained to the high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1147	AUTHOR:	Friedman [D]
	TITLE:	Active Transportation Program
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/18/2021
	HEARING:	05/05/2021 9:00am
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.
	STATUS:	04/14/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-3)
	CATEGORY:	Planning

CA AB 1154 (Patterson), which pertained to the California Environmental Quality Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1157	AUTHOR:	Lee [D]
	TITLE:	Controller: Transportation Funds: Distribution
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/15/2021
	LOCATION:	Senate
	SUMMARY:	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.
	STATUS:	04/29/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0)
	CATEGORY:	Funding

► AB 1179	AUTHOR:	Carrillo [D]
	TITLE:	Employer Provided Benefit: Backup Childcare
	INTRODUCED:	02/18/2021
	HEARING:	05/05/2021 9:00am
	LOCATION:	Assembly Appropriations Committee
	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.
	STATUS:	
		04/22/2021 From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on APPROPRIATIONS. (5-2)
	CATEGORY:	Employment Terms & Conditions

CA AB 1189 (Bloom), which pertained to the indirect cost of recovery, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1202	AUTHOR:	Cervantes [D]
	TITLE:	Emergency Services: Local Government
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/15/2021
	HEARING:	05/05/2021 9:00am
	LOCATION:	Assembly Appropriations Committee
	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.
	STATUS:	
		04/21/2021 In ASSEMBLY. Read second time. To Consent Calendar.
		04/21/2021 In ASSEMBLY. Joint Rule 10.5 suspended.
		04/21/2021 Re-referred to ASSEMBLY Committee on APPROPRIATIONS.
	CATEGORY:	Emergency Response Services

CA AB 1205 (Frazier), which pertained to the State Air Resources Board, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1209 (McCarty), which pertained to the transportation planning, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 1218	AUTHOR:	McCarty [D]
	TITLE:	Motor Vehicle Greenhouse Gas Emissions Standards
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/12/2021
	LOCATION:	Assembly Appropriations Committee
	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:	
	04/19/2021	From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (8-5)
	CATEGORY:	Environment

CA AB 1226 (McCarty), which pertained to the Capitol Corridor Rail Line, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1235 (Patterson), which pertained to the high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 1255	AUTHOR:	Bloom [D]
	TITLE:	Fire Risk Reduction Guidance: Local Assistance Grants
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/19/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires the Natural Resources Agency to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction.
	STATUS:	
	04/19/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Environment

▶ AB 1260	AUTHOR:	Chen [R]
	TITLE:	California Environmental Quality Act: Exemptions
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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.
	STATUS:	
	04/28/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-2)
	CATEGORY:	Environment

► AB 1261	AUTHOR:	Burke [D]
	TITLE:	State Air Resources Board: Greenhouse Gas Emissions
	INTRODUCED:	02/19/2021
	LAST AMEND:	03/18/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires the State Air Resources Board to establish specified processes to assist the state in achieving its greenhouse gas emissions reduction goals, including a process to identify any overlap among its incentive programs that share the same objectives and a process to define, collect, and evaluate data on the behavioral changes that result from each of its incentive programs.
	STATUS:	04/14/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (11-0)
	CATEGORY:	Environment

CA AB 1271 (Ting), which pertained to surplus land, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1291	AUTHOR:	Frazier [D]
	TITLE:	State Bodies: Open Meetings
	INTRODUCED:	02/19/2021
	LOCATION:	Senate
	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.
	STATUS:	04/29/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0)
	CATEGORY:	Public Meetings

AB 1296	AUTHOR:	Kamlager [D]
	TITLE:	South Coast Air Quality Management District
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Natural Resources Committee
	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.
	STATUS:	03/04/2021 To ASSEMBLY Committee on NATURAL RESOURCES.
	CATEGORY:	Miscellaneous

CA AB 1312 (Rodriguez), which pertained to renewable and clean hydrogen, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1337	AUTHOR:	Lee [D]
	TITLE:	Transportation: Transit District Policing
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/07/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	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.
	STATUS:	
	04/26/2021	From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)
	CATEGORY:	Rail and Transit

CA AB 1382 (Patterson), which pertained to the Department of Motor Vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1384	AUTHOR:	Gabriel [D]
	TITLE:	Resiliency Through Adaptation, Economic Vitality
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Appropriations Committee
	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.
	STATUS:	
	04/14/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-2)
	CATEGORY:	Environment

► AB 1389	AUTHOR:	Reyes [D]
	TITLE:	Alternative and Renewable Fuel and Vehicle Technology
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/12/2021
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	States the intent of the Legislature to enact subsequent legislation to modify the Alternative and Renewable Fuel and Vehicle Technology Program.
	STATUS:	
	04/19/2021	From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-1)
	CATEGORY:	Funding

► AB 1395	AUTHOR:	Muratsuchi [D]
	TITLE:	Greenhouse Gases: Carbon Neutrality
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/20/2021
	LOCATION:	Assembly Second Reading File
	SUMMARY:	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.
	STATUS:	04/28/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on APPROPRIATIONS. (8-3)
	CATEGORY:	Environment

► AB 1401	AUTHOR:	Friedman [D]
	TITLE:	Residential And Commercial Development: Parking
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Appropriations Committee
	LAST AMEND:	04/19/2021
	SUMMARY:	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.
	STATUS:	05/03/2021 In ASSEMBLY. Joint Rule 61(a)2 suspended.
	CATEGORY:	Planning

CA AB 1408 (Petrie-Norris), which pertained to coastal development permits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1447	AUTHOR:	Cooley [D]
	TITLE:	Rural California Infrastructure Act
	INTRODUCED:	02/19/2021
	LAST AMEND:	05/03/2021
	LOCATION:	Assembly Appropriations Committee
	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.
	STATUS:	05/03/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Miscellaneous

▶ AB 1453	AUTHOR:	Muratsuchi [D]
	TITLE:	Environmental Justice: Just Transition Commission
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Appropriations Committee
	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.
	STATUS:	
	04/28/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-0)
	CATEGORY:	Employment Terms & Conditions

CA AB 1463 (O'Donnell), which pertained to the California Global Warming Solutions Act of 2006, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 1471	AUTHOR:	Villapudua [D]
	TITLE:	Public Utilities Commission
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/26/2021
	LOCATION:	Assembly Appropriations Committee
	HEARING:	05/05/2021 9:00am
	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, <i>at least one candidate with a permanent residence in the central valley, and at least one candidate with a permanent residence in southern California, and directs that the Governor and Senate should consider a candidate pool that collectively represents each area.</i>
	STATUS:	
	04/26/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Miscellaneous

CA AB 1472 (Nazarian), which pertained to public employees, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1510 (Garcia), which pertained to essential workers, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1523 (Gallagher), which pertained to greenhouse gases, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1553 (O'Donnell), which pertained to the homeless encampments, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► ACA 1	AUTHOR: TITLE: INTRODUCED: LOCATION: 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: 04/22/2021 CATEGORY:	Aguilar-Curry [D] Local Government Financing: Affordable Housing 12/07/2020 Assembly Local Government Committee To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS. Miscellaneous
► ACA 5	AUTHOR: TITLE: INTRODUCED: LOCATION: 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: 04/22/2021 CATEGORY:	Voepel [D] Motor Vehicles: Fuel Taxes, Sales and Use Taxes 02/19/2021 Assembly Transportation Committee To ASSEMBLY Committee on TRANSPORTATION. Funding
► SB 10	AUTHOR: TITLE: INTRODUCED: LAST AMEND: LOCATION: HEAIRNG: 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. STATUS: 04/27/2021 CATEGORY:	Wiener [D] Planning and Zoning: Housing Development: Density 12/07/2020 04/27/2021 Senate Appropriations Committee 05/10/2021 9:00am In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Housing

► SB 17	AUTHOR:	Pan [D]
	TITLE:	Office Of Racial Equity
	INTRODUCED:	12/07/2020
	LAST AMEND:	04/15/2021
	LOCATION:	Senate Appropriations File
	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.
	STATUS:	05/03/2021 In SENATE Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Miscellaneous

CA SB 30 (Cortese), which pertained to the building decarbonization, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 44	AUTHOR:	Allen [D]
	TITLE:	California Environmental Quality Act: Judicial Review
	INTRODUCED:	12/07/2020
	LAST AMEND:	04/27/2021
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project proposed by a public or private entity or its affiliates. Requires the Judicial Council to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals to be resolved within a certain number of days.
	STATUS:	05/03/2021 In SENATE Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Environment

CA SB 46 (Stern), which pertained to the American Rescue Plan, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

<p>► SB 66</p>	<p>AUTHOR: Allen [D] TITLE: California Council on the Future of Transportation INTRODUCED: 12/07/2020 LAST AMEND: 04/28/2021 LOCATION: Senate Appropriations Committee HEARING: 05/10/2021 9:00am 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. <i>Develops an internet website and post on that site information.</i> STATUS: 04/28/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Miscellaneous</p>
<p>► SB 83</p>	<p>AUTHOR: Allen [D] TITLE: California Infrastructure and Economic Development Bank INTRODUCED: 12/15/2020 LAST AMEND: 04/29/2021 LOCATION: Senate Appropriations Committee SUMMARY: <i>Requires the Ocean Protection council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as provided.</i> STATUS: 05/03/2021 Withdrawn from SENATE Committee on GOVERNANCE AND FINANCE. 05/03/2021 Re-referred to SENATE Committee on APPROPRIATIONS. FINANCE. (9-0) CATEGORY: Funding</p>
<p>► SB 214</p>	<p>AUTHOR: Bates [R] TITLE: Neighborhood Electric Vehicles: County of Orange INTRODUCED: 01/12/2021 LOCATION: Senate Second Reading File 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: 05/03/2021 From SENATE Committee on APPROPRIATIONS: To second reading without further hearing pursuant to Senate Rule 28.8. CATEGORY: Planning</p>

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 Appropriations Committee
	HEARING:	05/10/2021 9:00am
	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:	04/27/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (17-0)
	CATEGORY:	Miscellaneous

► SB 266	AUTHOR:	Newman [D]
	TITLE:	State Park System: Chino Hills State Park: Expansion
	INTRODUCED:	01/28/2021
	LAST AMEND:	04/22/2021
	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:	04/22/2021 From SENATE Committee on APPROPRIATIONS with author's amendments.
		04/22/2021 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
	LAST AMEND:	04/15/2021
	LOCATION:	Senate Appropriations 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:	05/03/2021 In SENATE Committee on APPROPRIATIONS: To Suspense File.
	CATEGORY:	Employment Terms & Conditions

CA SB 304 (Archuleta), which pertained to contractors, was amended to relate to only minor work projects. Therefore, the bill has been removed from the matrix.

► SB 336	AUTHOR:	Ochoa Bogh [R]
	TITLE:	Public Health: COVID-19
	INTRODUCED:	02/08/2021
	LAST AMEND:	05/03/2021
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires that before the State Department of Public Health or a local health official takes measures to prevent the spread of COVID-19, or takes measures to reopen the state, they publish the measures on their internet website. Provides impacted industries and counties a certain number of days from when the department or local health officials publish those measures to implement any sector changes or closures unless there is an immediate danger or an imminent threat to the public requiring immediate action.
	STATUS:	05/03/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	CATEGORY:	Emergency Response Services

<p>► SB 342</p>	<p>AUTHOR: Gonzalez [D] TITLE: South Coast Air Quality Management District INTRODUCED: 02/09/2021 LAST AMEND: 04/22/2021 LOCATION: Senate Governance and Finance Committee HEARING: 05/06/2021 SUMMARY: 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. STATUS: 04/22/2021 From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments. 04/22/2021 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE. CATEGORY: Miscellaneous</p>
<p>► SB 372</p>	<p>AUTHOR: Leyva [D] TITLE: Medium- and Heavy-Duty Fleet Purchasing Program INTRODUCED: 02/10/2021 LAST AMEND: 04/19/2021 LOCATION: Senate Appropriations Committee HEARING: 05/10/2021 9:00am SUMMARY: Establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement 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. Require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program. STATUS: 04/27/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (16-0) CATEGORY: Funding</p>
<p>► SB 378</p>	<p>AUTHOR: Gonzalez [D] TITLE: Local Government: Broadband Infrastructure Development INTRODUCED: 02/10/2021 LAST AMEND: 05/04/2021 LOCATION: Senate Second Reading File SUMMARY: Requires a local agency to allow, except as provided, microtrenching for the installation of underground fiber if the installation in the microtrench is limited to fiber. STATUS: 05/04/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Broadband</p>

CA SB 412 (Ochoa Bogh), which pertained to the California Environmental Quality Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA SB 415 (Melendez), which pertained to the transportation finance, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA SB 439 (Archuleta), which pertained to the green hydrogen, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 459

AUTHOR:	Allen [D]
TITLE:	Political Reform Act of 1974: Lobbying
INTRODUCED:	02/16/2021
LAST AMEND:	04/28/2021
LOCATION:	Senate Appropriations Committee
HEARING:	05/10/2021 9:00am
SUMMARY:	<i>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.</i>
STATUS:	04/28/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CATEGORY:	Miscellaneous

► SB 471

AUTHOR:	Hueso [D]
TITLE:	The Racial and Economic Equity Bond Act of 2021
INTRODUCED:	02/17/2021
LAST AMEND:	04/21/2021
LOCATION:	Senate Business, Professions & Economic Development Committee
SUMMARY:	<i>Creates the Racial and Economic Equity Grant Program, administered by GO-Biz, for the purpose of providing grants to address disproportionate impacts borne from the COVID-19 pandemic, as defined, and the lack of critical physical and social infrastructure, resulting from chronic underinvestment, in key segments of the economy of this state.</i>
STATUS:	04/21/2021 From SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT with author's amendments.
	04/21/2021 In SENATE. Read second time and amended. Re-referred to Committee on BUSINESS, PROFESSIONS & ECONOMIC DEVELOPMENT.
CATEGORY:	Miscellaneous

CA SB 475 (Cortese), which pertained to the sustainable communities strategies, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA SB 499 (Leyva), which pertained to the land use, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 500

AUTHOR:	Min [D]
TITLE:	Autonomous Vehicles: Zero Emissions
INTRODUCED:	02/17/2021
LAST AMEND:	04/15/2021
LOCATION:	Senate Appropriations Committee
HEARING:	05/10/2021 9:00am
SUMMARY:	<i>Prohibits the Department of Motor Vehicles from accepting an application for original registration of a qualifying autonomous vehicle that is first operated, sold, leased, offered for sale, or offered for lease in the state on or after a specified date, unless that qualifying autonomous vehicle is a zero-emission vehicle.</i>
STATUS:	04/15/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CATEGORY:	Environment

CA SB 527 (Melendez), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 548

AUTHOR:	Eggman [D]
TITLE:	Tri-Valley-San Joaquin Valley Regional Rail Authority
INTRODUCED:	02/18/2021
LAST AMEND:	04/05/2021
LOCATION:	ASSEMBLY
SUMMARY:	<i>Requires the Tri-Valley-San Joaquin Valley Regional Rail Authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.</i>
STATUS:	05/03/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (36-0)
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: 04/29/2021</p> <p>LOCATION: Senate Appropriations 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: 04/29/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</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>LAST AMEND: 05/03/2021</p> <p>LOCATION: Senate Appropriations 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: 05/03/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</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>LAST AMEND: 04/27/2021</p> <p>LOCATION: Senate Appropriations 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 and detrimental impacts 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: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</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: 04/05/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>HEARING: 05/10/2021 9:00am</p> <p>SUMMARY: 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.</p> <p>STATUS: 04/27/2021 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (7-2)</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 Appropriations Committee</p> <p>HEARING: 05/10/2021 9:00am</p> <p>SUMMARY: 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.</p> <p>STATUS: 04/27/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (17-0)</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 Appropriations Committee</p> <p>SUMMARY: 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.</p> <p>STATUS: 04/29/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS. (5-1)</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>LAST AMEND: 04/12/2021</p> <p>LOCATION: Senate Appropriations Committee</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: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</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>LAST AMEND: 04/05/2021</p> <p>LOCATION: Senate Appropriations Committee</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: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 606	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Workplace Safety <i>Violations</i>: Employer Retaliation</p> <p>INTRODUCED: 02/18/2021</p> <p>LAST AMEND: 04/08/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: <i>Creates a rebuttable presumption that a violation committed by an employer that has multiple worksites is enterprise-wide in certain circumstances. Authorizes the Division of Occupational Safety and Health to issue a citation if the employer fails to rebut such presumption. Requires each employee exposed to the violation to be considered a separate violation for the issuance of fines and penalties. Establishes that an employer's actions are presumed retaliatory in certain situations.</i></p> <p>STATUS: 04/19/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</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>LAST AMEND: 04/19/2021</p> <p>LOCATION: Senate Appropriations 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: 04/29/2021 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS. (7-0)</i></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: 04/27/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: <i>Requires the Department of Transportation to coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments on department-owned property and solicit information from, and coordinate with, other agencies about highway cleanup activities, as specified.</i></p> <p>STATUS: 05/03/2021 <i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</i></p> <p>CATEGORY: Miscellaneous</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: 05/03/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Requires the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to create a working group 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: 05/03/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i></p> <p>CATEGORY: Planning</p>

► SB 662	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Energy: Transportation Sector: Hydrogen</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 05/03/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Requires the Public Utility Commission to evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided.</p> <p>STATUS: 05/03/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</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>LAST AMEND: 04/28/2021</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: <i>Establishes the Clean Freight Corridor Efficiency Assessment to be developed by the State Transportation Commission, in coordination with other state agencies. Requires the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy- duty vehicles.</i></p> <p>STATUS: 04/28/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</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>LAST AMEND: 04/29/2021</p> <p>LOCATION: Senate Appropriations 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: 04/29/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i></p> <p>CATEGORY: Public Works</p>

SB 704	AUTHOR:	Gonzalez [D]
	TITLE:	Occupational Safety and Health
	INTRODUCED:	02/19/2021
	LOCATION:	Senate Rules Committee
	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.
	STATUS:	
	03/03/2021	To SENATE Committee on RULES.
	CATEGORY:	Employment Terms & Conditions

► SB 726	AUTHOR:	Gonzalez [D]
	TITLE:	Fuel and Vehicle Technologies: Sustainability
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/21/2021
	LOCATION:	Senate Appropriations Committee
	HEARING:	05/10/2021 9:00am
	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.
	STATUS:	
	04/27/2021	From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-1)
	CATEGORY:	Environment

► SB 760	AUTHOR:	Bates [R]
	TITLE:	State Highways: State Route 241: Reduction
	INTRODUCED:	02/19/2021
	LOCATION:	Senate Appropriations Committee
	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:	
	04/27/2021	From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-1)
	CATEGORY:	Planning

CA SB 761 (Bates), which pertained to a conservation easement, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

<p>► SB 771</p>	<p>AUTHOR: Becker [D] TITLE: Sales And Use Tax Law: Zero Emissions Vehicle Exemption INTRODUCED: 02/19/2021 LAST AMEND: 05/03/2021 LOCATION: Senate Governance and Finance Committee HEARING: 05/06/2021 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: 05/03/2021 <i>From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.</i> 05/03/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</i> CATEGORY: Funding</p>
<p>► SB 790</p>	<p>AUTHOR: Stern [D] TITLE: Advance Mitigation Program INTRODUCED: 02/19/2021 LAST AMEND: 04/14/2021 LOCATION: Senate Appropriations Committee HEARING: 05/10/2021 9:00am SUMMARY: 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. STATUS: 04/27/2021 <i>From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (9-0)</i> CATEGORY: Funding</p>
<p>► SB 791</p>	<p>AUTHOR: Cortese [D] TITLE: Surplus Land Unit INTRODUCED: 02/19/2021 LAST AMEND: 04/19/2021 LOCATION: Senate Appropriations Committee SUMMARY: <i>Establishes the Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus property.</i> STATUS: 05/03/2021 <i>Withdrawn from SENATE Committee on GOVERNMENTAL ORGANIZATION.</i> 05/03/2021 <i>Re-referred to SENATE Committee on APPROPRIATIONS.</i> CATEGORY: Surplus Land</p>

► 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:	
	04/19/2021	<i>In SENATE Committee on APPROPRIATIONS: To Suspense File.</i>
	CATEGORY:	Funding

► SCA 4	AUTHOR:	Wilk [R]
	TITLE:	Legislature: 2-year Budget
	INTRODUCED:	02/17/2021
	LOCATION:	Senate Budget & Fiscal Review Committee
	SUMMARY:	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.
	STATUS:	
	04/07/2021	<i>To SENATE Committees on BUDGET AND FISCAL REVIEW and APPROPRIATIONS.</i>
	CATEGORY:	Funding



May 20, 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 update on the President's infrastructure plan and the response from Republicans in Congress is provided. A summary of a related hearing on high-speed rail service is included. The report also details potential environmental policy changes that may affect the agency. In addition, several Congressional transportation-related hearings are summarized on various policy issues to give a high-level overview of the everchanging policy environment in our nation's capital.

Recommendation

Receive and file as an information item.

Discussion

Update on the Discussion of the President's Infrastructure Plan

In a Joint Address to Congress on April 28, 2021, the President outlined the remainder of his infrastructure plan, the approximately \$1.8 trillion American Families Plan. This portion of the infrastructure proposal would provide significant federal resources for social welfare and family assistance programs, further redefining the traditional definition of infrastructure. The categories of investment include universal prekindergarten, community college, expansions for certain low-income tax credits, and the country's first paid and medical leave program. The American Families Plan, combined with the more than \$2 trillion American Jobs Plan as outlined in last report provided last month, would result in approximately \$4 trillion in infrastructure investment. Many questions about this proposal remain, notably how to finance these types of significant federal

investments and how such investments will intersect with existing federal programs.

Congressional Republicans continue to advocate for a pared-down infrastructure package more closely aligned with traditional transportation investments. On April 22, 2021, Republicans offered a \$568 billion infrastructure counterproposal that would direct additional federal funding through existing formula and proven discretionary transportation programs. The materials associated with this counterproposal note a need to expedite the environmental review process and utilize pay-fors that cover the entirety of any supplemental infrastructure investments in a fiscally responsible manner. The categories of spending in the counterproposal include:

- \$299 billion for roads and bridges;
- \$61 billion for public transit systems;
- \$20 billion in rail funding;
- \$49 billion for waste, wastewater, and water storage projects;
- \$13 billion for safety improvements across various modal agencies;
- \$17 billion dedicated to ports and inland waterways;
- \$44 billion in funding for airport improvements; and
- \$65 billion in additional spending for broadband.

In response, the Administration doubled down on its call for a more robust infrastructure package through public events across the country. Of note, the President celebrated 50 years of Amtrak service by calling for the types of transformational infrastructure investments outlined in his proposal. The President highlighted new or faster service along many Amtrak routes as one of the potential benefits of his proposal, specifically mentioning rail service between Los Angeles and Las Vegas. As of the writing of this staff report, legislative text for the transportation spending plan had not been developed for Orange County Transportation Authority (OCTA) legislative staff to comprehensively analyze. Staff will continue to monitor developments on this or any federal transportation funding and provide updates as necessary.

High-Speed Rail Hearing

On May 6, 2021, the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "When Unlimited Potential Meets Limited Resources: The Benefits and Challenges of High-Speed Rail and Emerging Rail Technologies." Given the President's public statements on rail service improvements, this hearing focused on exploring funding opportunities and advancing new technologies to develop a balanced national transportation network. Members of Congress and witnesses acknowledged several times throughout the hearing the obstacles facing California's high-speed rail project and discussed how the federal

government needs to be a partner to states through providing consistent funding and encouraging innovation. High-speed rail supporters argued that these projects are necessary to connect rural communities to urban hubs, promote affordable housing options, and boost local economies in an equitable manner. High-speed rail critics, namely Representatives Michelle Steel (R-Huntington Beach) and Doug LaMalfa (R-Chico), were among those who emphasized the concerns with high-speed rail projects, including cost increases, ongoing delays, and overestimated ridership demands.

As a part of the first panel, Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority (LA Metro), Philip A. Washington, discussed the national significance for both the California High-Speed Rail project as well as the Desert Xpress project between Los Angeles and Las Vegas, currently being pursued by Brightline West. Specifically, he spoke on the coordination between LA Metro and the California High-Speed Rail Authority on the Link Union Station Project, which will serve as a hub for high-speed rail, and on the Rosecrans/Marquardt Grade Separation project, which will save lives at one of the deadliest rail crossings in the nation. Mr. Washington also discussed how successful high-speed rail projects can be made possible through a combination of federal, local, and private funding. Along those lines, there was significant discussion at the hearing about establishing some type of rail trust fund to create reliable funding for these types of projects.

The second panel consisted of witnesses including Amtrak, Hyperloop, Brightline, and Maglev, that focused on the variety of opportunities to expand high-speed rail in North America. These witnesses discussed the desire to be eligible for federal grants to continue developing their new technologies. The witness from Amtrak reiterated that addressing the state of good repair backlog will allow Amtrak to utilize its existing rail network at much higher speeds, which supports the President's vision to complement and integrate existing passenger rail service with high-speed rail throughout the country.

Environmental Policy Update

On April 21, 2021, twelve governors, including Governor Gavin Newsom, signed a letter to the President calling for a federal policy that creates a clear regulatory path to ensuring that all vehicles sold in the United States are zero-emission. This letter, included as Attachment A, explicitly notes how Executive Order N-79-20 sets California on a path to zero-emission vehicle sales by 2035. The letter also describes the various electric vehicle policies pursued by the other 11 states that signed the letter. The letter calls for a federal policy that requires all new passenger cars and light-duty trucks sold be zero-emission by 2035, with a path towards 100 percent zero-emission sales by

2045. It is worth emphasizing that no comprehensive statutory or regulatory change to achieve such a goal has been formally proposed at this time.

A potential federal zero-emission vehicle policy, similar to the request called for in the referenced letter, could be aligned with whatever policy change California eventually enacts. However, such a policy may result in divergent state and federal policies that could affect air quality conformity determinations and complicate the environmental approval process. On a related note, reports indicate that federal agencies could take actions to repeal the Safer Affordable Fuel-Efficient Vehicles Rule, which would have impacted California's legal authority to set climate and air quality goals more stringent than those in federal law. The Administration is also likely to set new fuel efficiency standards for auto manufacturers, which could potentially include some type of zero-emission or electric vehicle policies. Such proposals are in their nascent stages, but the details associated with such policy actions could impact the transportation planning process. OCTA staff will continue to provide updates on federal policy changes relevant to its planning and project delivery efforts.

Other Congressional Transportation Hearings

On April 14, 2021, the Senate Environment and Public Works Committee held a hearing to examine the long-term solvency of the highway trust fund (HTF) entitled, "Long-term Solvency of the HTF: Lessons Learned from the Surface Transportation System Funding Alternatives Program and Other User-based Revenue Solutions, and How Funding Uncertainty Affects the Highway Programs." Witnesses explored the long-term sustainability of the HTF, notably the ways in which more fuel-efficient vehicles will necessitate a new transportation funding future. The Congressional Budget Office testified that funding highway system projects for which the benefits outweigh the costs would require about \$71 billion annually, compared to the \$50 billion in highway spending authorized by the Fixing America's Surface Transportation (FAST) Act. Potential spending increases could exacerbate the projected \$195 billion HTF revenue shortfall over the next decade. Given the concerning financial straits facing federal transportation programs, the witnesses coalesced around the need to further study mileage-based user fees, perhaps through a national pilot program similar to the ongoing road user charge efforts in California. Staff will continue to monitor these efforts and provide updates should legislative language be developed that would address the HTF's long-term revenue deficit.

On April 15, 2021, the Senate Banking, Housing, and Urban Affairs Committee held a hearing entitled, "21st Century Communities: Public Transportation Infrastructure Investment and FAST Act Reauthorization." Senators and witnesses discussed the need to establish federal policies necessary for transit operators to move forward beyond the coronavirus pandemic in preparation for surface transportation reauthorization discussions in the coming months. Many

of the witnesses discussed the need for robust transit funding, although there was some partisan disagreement about the details of such funding. Those in the majority cited the need for significant transit investments, including the potential for new or expanded federal investments in transit operations and bus rapid transit projects. In contrast, Ranking Member Pat Toomey (R-PA), the only member of the minority to speak at the hearing, questioned the need for significant federal transit investments given the amount of stimulus funding provided to transit agencies in the last year, a majority of which benefited large transit agencies. The divergent narratives create a challenging dynamic for Congressional leaders as they continue their efforts reauthorize federal transportation programs, which expire on September 30, 2021.

On April 15 and 20, 2021, Transportation Secretary Pete Buttigieg testified in front of the House and Senate Appropriations Committees, respectively, to discuss the Administration's transportation funding priorities. Secretary Buttigieg spoke at a high-level about the Administration's transportation funding priorities, with similar themes across the two hearings. The Secretary emphasized the importance of aligning transportation investments with the Administration's policy goals, noting how the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program is one such opportunity. The RAISE program is the rebranded Better Utilizing Investments to Leverage Development grant program, originally known as Transportation Investment Generating Economic Recovery grants. The Secretary noted how the recent RAISE grant solicitation prioritizes the Administration's policy priorities, including a focus on transportation investments that address climate change and racial equity. Given the ongoing discussions around the President's infrastructure proposal, the Secretary also advocated for a broader definition of infrastructure that includes broadband, healthcare, and libraries, as specific examples.

Over the course of two hearings, Secretary Buttigieg addressed questions and heard about the transportation priorities of various members of Congress that touch on a multitude of policies areas. Transportation, Housing, and Urban Development Subcommittee Ranking Member Mario Diaz-Balart (R-FL) advocated for infrastructure investments that benefit existing transportation programs as opposed to a broader definition of infrastructure. Subcommittee Ranking Member Diaz-Balart, along with other members of the minority, also warned against federal policy changes that supersede local decision-making processes. Representative Pete Aguilar (D-San Bernardino) discussed how zero-emission locomotive technology could become an important part of the Administration's policy goals. Senator Diane Feinstein (D-CA) briefly noted the need for geographic equity in the distribution of federal transportation funds, specifically to ensure a state as large as California gets its fair share of funding. The wide-ranging hearings leave many questions unanswered about the Administration's approach to transportation investments. Staff will continue to

provide updates on significant developments affecting federal transportation funding over the course of the coming months.

Summary

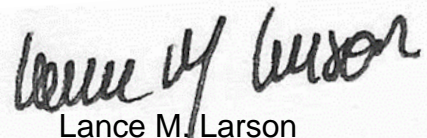
An update is provided on the President's infrastructure plan and potential federal policy environmental policy changes. Congressional transportation hearings are summarized referencing various policy decisions underway in Washington, D.C.

Attachments

- A. Letter from 12 Governors to President Biden, dated April 21, 2021
- B. Potomac Partners DC, Monthly Legislative Report – April 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



April 21, 2021

Dear President Biden:

As bipartisan Governors from across the country, we strongly support your efforts to improve public health, tackle the climate crisis, and advance environmental justice. Central to all three of these goals is greatly reducing pollution from the transportation sector. By establishing a clear regulatory path to ensuring that all vehicles sold in the United States are zero-emission, we can finally clear the air and create high-road jobs. Moving quickly towards a zero-emission transportation future will protect the health of all communities. The proposed investments in the American Jobs Plan can be leveraged even further by a strong regulatory framework and will allow the market for American-made zero emissions vehicles (ZEVs) to flourish.

States across the country have already accelerated this transition:

- **California** has already directed that all new cars sold in the state be ZEVs by 2035 and is investing billions of dollars as well as taking regulatory action to implement this goal.
- **Connecticut** has committed to an ambitious electric vehicle (EV) adoption goal of putting between 125,000 – 150,000 EVs on the road by 2025. In April 2020, Connecticut released its EV Roadmap focused on transitioning public and private fleets and medium and heavy-duty vehicles to EVs through improving charging; ensuring grid reliability; integrating charging infrastructure into codes and permitting; and leveraging financial incentives, such as the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR), to help make the EV purchase price less of a barrier to consumers, including used EVs. As one of the first signatories to the Transportation and Climate Initiative MOU, if authorized by the legislature, Connecticut will have the opportunity to

invest proceeds from the program into EV infrastructure, including electrifying our public transit system, driving down pollution and cleaning the air in our overburdened communities.

- Ground transportation emissions are the largest share of **Hawai'i's** energy emissions. To meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," policies supporting cleaner transportation are critical. The State of Hawai'i is leading by example and replacing state and county fleets using innovative procurement for sustainability-as-a-service to lease electric vehicles and charging stations.
- As part of **Maine's** ambitious climate action plan - Maine Won't Wait - Governor Mills has committed to putting at least 219,000 ZEVs on the road by 2030, while committing to purchase 100% light-duty ZEVs for the state fleet in the same time frame.
- To meet the Commonwealth's ambitious commitment to achieve Net Zero emissions in 2050 and reduce the harmful effects of air pollution, **Massachusetts** has made significant commitments to increase the number of ZEVs in our state. The clean car and truck standards are a critical tool that align with our investments in vehicle electrification, including over \$60 million to support rebates for electric vehicle and truck adoption, and \$80 million in charging infrastructure.
- **New Mexico** is working on the adoption of clean car standards and pursuing development of electric vehicle charging infrastructure along major highways in the Intermountain West as a signatory of the Regional Electric Vehicle Plan for the West (REV West) Memorandum of Understanding.
- **New Jersey** announced this year an investment of over \$100 million in equitable transportation electrification projects to improve air quality and reduce the effects of climate change, and is developing a regional action plan with the goal that by 2050 all new medium and heavy duty trucks sold are ZEVs.
- **New York** is investing more than \$1 billion in zero emissions cars, trucks and buses and ZEV fueling infrastructure over the next five years, including an \$85 million competition to deploy innovative clean transportation strategies in communities overburdened by vehicular emissions, and is developing a groundbreaking plan to achieve net zero emissions across the state's economy.

- **North Carolina** is implementing strategic plans to achieve its statewide ZEV goals, participating in the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, and distributing close to \$100 million toward a clean vehicle transition.
- **Oregon** has a goal for at least 90% of new motor vehicles sold annually to be zero-emission by 2035, a goal Oregon would like to expand to 100% with the help of supportive federal policy.
- In 2015, **Rhode Island** set a goal that a minimum of 25% of new light-duty state fleet purchases and leases will be zero-emissions vehicles by 2025 (Executive Order 15-17), and with Governor McKee's signature on the 2021 Act on Climate, state agencies are charged to lead by example when it comes to vehicle emissions.
- **Washington** is a full participant in the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, and will adopt the full suite of California light, medium and heavy-duty clean vehicle standards by the end of 2021. Washington has invested hundreds of millions of dollars in transportation electrification for passenger cars, trucks, buses and marine vessels.

More than 24 states have worked together to defend the stringency of clean car standards over the past four years, and fifteen states plus the District of Columbia are already collaborating on an MOU to accelerate the adoption of zero-emission medium- and heavy-duty vehicles. The environmental and economic benefits of this leadership are significant: For instance, 34 ZEV manufacturers providing 70,000 Californian jobs are producing what has become the state's number one export.

From China to the European Union, a race has begun to lead the zero-emission manufacturing revolution. As a result, many automakers have made bold commitments to manufacture solely ZEVs in the near future. With bold federal leadership, American workers will lead the way in designing, building and driving clean and affordable vehicles. Strong support of ZEVs is also fundamental to keeping America competitive in the global marketplace. As Governors, we respectfully request that your Administration build on this momentum by:

- Setting standards to ensure that all new passenger cars and light-duty trucks sold are zero-emission no later than 2035 with significant milestones along the way to monitor progress.
- Setting standards for medium-duty and heavy-duty vehicles and supporting complementary policies such as purchase incentives and

infrastructure investments, that set a path towards 100% zero-emission sales by no later than 2045 with significant milestones along the way to monitor progress.

- Expeditiously restoring strong scientifically based greenhouse gas emission standards for all vehicle model years possible to replace the unsupported standards from the previous administration. This will recover all of the emission reductions and other important benefits that were lost during the past four years.
- Reaffirming that states have authority to follow vehicle emissions standards set by California, if they choose to do so.
- Providing states with substantial funding for investment in charging and fueling infrastructure, providing grants or other financial support for fleet turnover to ZEVs, providing underserved communities equitable access to ZEVs and charging and fueling infrastructure, and supporting ZEV marketing.
- Enhancing the existing electric vehicle tax credits by raising or removing the limits per manufacturer and extending tax credits to sales of medium- and heavy-duty zero-emission vehicles.
- Ensuring that purchase incentives for ZEVs incorporate strategies targeting low-income buyers as well as expand incentives to used ZEVs focusing rebates at the point of sale.
- Enacting new tax credits for the manufacturing of zero-emission trucks and buses as well as ZEV charging and fueling stations.
- Working to repeal the statutory provision (23 USC § 111) that appears to prohibit the installation of zero-emission recharging/refueling stations along interstate rights of way, including rest areas.

We are excited to build back better with you and are committed to taking action to advance this crucial agenda.

Sincerely,



Governor Gavin Newsom
State of California



Governor Ned Lamont
State of Connecticut



Governor David Ige
State of Hawaii



Governor Janet Mills
State of Maine



Governor Charlie Baker
State of Massachusetts



Governor Philip D. Murphy
State of New Jersey



Governor Andrew Cuomo
State of New York



Governor Michelle Lujan Grisham
State of New Mexico



Governor Roy Cooper
State of North Carolina



Governor Kate Brown
State of Oregon



Governor Dan McKee
State of Rhode Island



Governor Jay Inslee
State of Washington

cc: The Honorable Gina McCarthy, National Climate Advisor
The Honorable John Kerry, Special Presidential Envoy for Climate
The Honorable Jennifer Granholm, Secretary, Department of Energy
The Honorable Michael Regan, Administrator, Environmental Protection
Agency
The Honorable Pete Buttigieg, Secretary, Department of Transportation



Monthly Legislative Report – April 2021

April Advocacy Meetings

Congressman Mike Levin (D-CA) – We facilitated a meeting with Congressman Levin to discuss OCTA projects, FY22 appropriations, and support for direct funding to local projects. We also discussed the Lower Ortega Highway Widening project and submitted a request for funding, working with staff to provide supplemental information ahead of Committee deadlines. We also followed-up to discuss opportunities in the upcoming Surface Transportation Reauthorization for long-term direct funding.

Congresswoman Young Kim (R-CA) – We facilitated a meeting with Congresswoman Kim to discuss OCTA projects, FY22 appropriations, and opportunities in the Highway Bill. We discussed ridership numbers during the pandemic and the need for additional funding to support rider confidence activities, and the outlook for ridership revenue in calendar year 2021.

Congressman Lou Correa (D-CA) – We have been in very close contact with Congressman Correa and his staff this month to submit requests for FY22 appropriations and the Surface Transportation Reauthorization. We provided Congressman Correa with support letters and supplemental information for the Transit Security Operations Center (TSOC), and the signal synchronization projects ahead of Committee deadlines and followed-up on submission. We also discussed opportunities to provide input during upcoming Homeland Security Committee and Transportation and Infrastructure (T&I) Committee hearings.

Congressman Alan Lowenthal (D-CA) – We have been maintaining close communications with Congressman Lowenthal and his staff this month to follow-up on our meeting in late March, and to discuss our FY22 programmatic appropriations requests. We also discussed the Surface Transportation Reauthorization process and opportunities to testify or provide stakeholder input to the House T&I Committee.

Congresswoman Katie Porter (D-CA) – We followed-up with Congresswoman Porter's senior staff to discuss our meeting in late March regarding OCTA projects and funding needs. We discussed opportunities to secure new funding for the purchase of zero emission buses and the timeline for a broad infrastructure package.

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

Senator Dianne Feinstein (D-CA) – We have been in frequent communication with Senator Feinstein's office to discuss FY22 appropriations and the Surface Transportation

Reauthorization. We submitted an online request for the TSOC and the West Santa Ana Branch High-Capacity Transit Corridor study. We later followed-up to discuss the timeline for consideration and submission to the Committee.

Senator Alex Padilla (D-CA) – We have been in close contact with Senator Padilla’s transportation staff to discuss the timeline and process for submitting Community Project Funding (CPF) requests for FY22 appropriations. We provided staff with an update on OCTA projects and funding needs and discussed opportunities in the Senate’s Surface Transportation Reauthorization process.

Congressman Pete Aguilar (D-CA) – We followed-up with Congressman Aguilar and his staff this month to discuss FY22 appropriations requests and the timeline for CPF consideration in the subcommittees. We also discussed zero emission bus funding in the infrastructure bill in Congress and the outlook for new funding opportunities.

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 to follow-up on our programmatic and CPF requests for local transportation priorities funding. We also discussed the timeline for subcommittee markups and opportunities to provide additional information or support documents.

House Transportation and Infrastructure Committee – We have been in communication with Chairman DeFazio and his senior staff to discuss Member Designated Projects and the process for consideration. We discussed the timeline for Committee hearings on the Surface Transportation Reauthorization, markups, and opportunities to provide stakeholder input directly to the Committee. We also discussed the outlook for a larger infrastructure proposal later in the year, and new opportunities for funding. With Minority staff, we discussed their position on tolling provisions like we saw in H.R. 2 last session.

Senate Banking, Housing, and Urban Affairs Committee – We have been in close contact with professional staff to discuss progress on the Surface Transportation Reauthorization. We discussed the process for transportation project requests in the Senate, and the outlook for a larger infrastructure package. We also provided an update on OCTA projects and ridership and discussed opportunities to secure additional funding for rider confidence.

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 the timeline for Committee Markups. We also discussed support for direct funding and project designations in the Surface Transportation Reauthorization.

Fiscal Year (FY22) Appropriations

Senate Republicans have decided to keep their 2019 conference rule prohibiting the use of earmarks during a closed-door conference meeting. This decision ends weeks of internal debate within the Senate GOP conference about whether to participate in community project funding requests in the FY22 appropriations process along with House and Senate Democrats and many House Republicans. It is worth noting that the conference rules are non-binding, and therefore Republican Senators are able to request earmarks for community projects in their respective states without facing repercussions. Some Republican Senators that have long supported the return of earmarks and have indicated they would be requesting community projects regardless of a change in conference rules, while a separate group of 15 Republican Senators signed a pledge (*available [here](#)*) to uphold the conference rules and not participate in requesting earmarks. As previously reported, Senate Appropriations Committee Chairman Patrick Leahy (D-VT) has indicated that should Republican Senators participate in the earmark process, he would split community project funding evenly between the parties.

On Friday, April 9th, the White House released a budget outline of the President's FY22 spending priorities. The 58-page skinny budget is requesting topline discretionary spending in the amounts of \$769 billion for non-defense programs and \$753 billion for defense. This would equate to a 16% increase in non-defense spending and a 1.5% increase in defense. The President's full budget is expected to be released later this month.

The President's budget is often used as a framework for Congress, but it has no statutory authority. Congress will have final say on all discretionary spending. Specific to transportation, the budget asks Congress for:

- **DOT Discretionary:** 25.6 billion (+14.3% compared to FY21 enacted)
- \$625 million for a new **passenger rail** competitive grant program to invest in passenger rail as a competitive, low-carbon option for intercity travel.
- \$375 million for **Consolidated Rail Infrastructure and Safety Improvement** grants to improve safety, throughput, and reliability of the Nation's rail network.
- \$2.7 billion for **Amtrak**, a 35-percent increase, to provide improvements and expansion on the Northeast Corridor and throughout the Nation's passenger rail network.
- \$2.5 billion for the **Capital Investment Grant** program, a 23-percent increase from the 2021 enacted level, to improve accessibility to high-quality transit.
- \$250 million for grants for transit agencies to purchase **low- and no-emission** buses, more than double the amount provided in 2021.
- \$110 million in new funding for grants and technical assistance to communities to improve access to destinations and foster community vibrancy. This program would serve as a down-payment on advancing **transportation equity**.

- \$1 billion for the **Better Utilizing Investments to Leverage Development** (BUILD, now called RAISE) grant program.
- The discretionary request significantly increases the budget for the Office of Civil Rights to further the President's equity agenda.

The full FY22 Discretionary Request can be found [HERE](#).

A three-page press release from OMB can be found [HERE](#).

In the House, Budget Committee Chairman John Yarmuth (D-KY) indicated he does not anticipate the Committee will mark-up a FY22 budget resolution until June, and so in the interim House Democrats were considering utilizing a “deeming” resolution to set a topline limit for FY22 discretionary spending. Deeming resolutions are typically used when the House and Senate have not agreed on a budget resolution but allow Congress to employ regular legislative procedures to deal with issues on an ad hoc basis. Adopting a topline limit for FY22 discretionary spending would allow the House to consider appropriations bills on the floor prior to adopting the FY22 budget resolution. Chairman Yarmuth said he expected the House Appropriations Committee would use the President's budget outline (available [here](#)) to help determine the specific allocations for each of the 12 spending bills. Pushing formal consideration of a budget resolution until June also gives Democrats more time to decide whether they will move forward with using the reconciliation process to pass an infrastructure package (based on President Biden's *American Jobs Plan*).

Infrastructure

Negotiations on a potential infrastructure package continued with a meeting hosted by President Biden and Transportation Secretary Pete Buttigieg at the White House with a bipartisan group of ten lawmakers to discuss the size and scope of Biden's \$2.2 trillion *American Jobs Plan* infrastructure proposal. On April 28th, President Biden mentioned this proposal during a Joint Session Address to Congress. The proposal asks Congress to provide roughly:

- \$621 billion to modernize transportation infrastructure
 - \$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, among other investments
- \$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 child care facilities
- Would raise the corporate tax rate from 21% to 28% and seek to capture additional corporate tax revenue by taxing offshore tax havens

A link to the White House Factsheet can be found [HERE](#).

In addition to concerns with other aspects of the proposal, Republican lawmakers have expressed opposition to Biden's proposal to raise the corporate tax rate from 21% to 28% and, as previously reported, have alternatively proposed user fees to offset infrastructure costs. President Biden reportedly indicated he is open to compromising on a corporate tax increase.

Additionally this month, a group of Republicans Senators led by Environment and Public Works (EPW) Committee Ranking Member Shelley Moore Capito (R-WV) unveiled the framework of a \$568 billion infrastructure proposal (*fact sheet available [here](#)*) focused on the traditional definition of infrastructure. This proposal is a counteroffer to President Biden's *American Jobs Plan* in an attempt to spur bipartisan negotiations and avoid Democrats using the budget reconciliation process to pass an infrastructure package without needing Republican support. Specifically, the group's framework proposes:

- **\$299 billion** for roads and bridges through the Federal Highway Administration (FHWA)
- **\$65 billion** in additional spending for broadband infrastructure through the Federal Communications Commission (FCC) and National Telecommunications and Information Administration (NTIA)
- **\$61 billion** for public transit systems through the Federal Transit Administration (FTA)
- **\$44 billion** for airports through the Federal Aviation Administration (FAA)

- **\$35 billion** for drinking water and wastewater infrastructure through the Environmental Protection Agency (EPA)
- **\$20 billion** for rail through Amtrak and the Federal Rail Administration (FRA)
- **\$17 billion** for ports and inland waterways, through the U.S. Army Corps of Engineers and Maritime Administration; and
- **\$13 billion** for safety programs through the Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA)

Ranking Member Capito indicated this framework is based off several key principals and goals:

- **Federal funding should be:**
 - Fiscally responsible based on need.
 - Partner with spending from state and local governments.
 - Encourage private sector investment.
 - Flow through existing formula programs and proven discretionary programs.
- Federal Programs and Policies should:
 - Avoid restrictive “one-size-fits-all” requirements
 - Expedite the environmental review and permitting process
 - Reduce regulatory burdens
 - Spur innovation and the development of new technologies

In a direct counter to the President’s plan, the GOP framework specifically calls for preserving the 2017 tax cuts, including extending the \$10,000 cap on the state and local tax (SALT) deduction and preserving the corporate tax rate.

Clean Energy Tax Credits

This month Senate Finance Committee Chairman Ron Wyden (D-OR), along with two dozen Democrat cosponsors, announced the *Clean Energy for America Act*, his latest proposal for clean energy tax reform (Text [HERE](#); Fact Sheet [HERE](#); Section-by-Section [HERE](#)). The bill would consolidate about 40 existing energy-related tax breaks into three separate categories of incentives: for clean electricity, clean transportation fuels and vehicle electrification, and energy efficiency and conservation. Specifically, the bill includes the following incentives:

- **Incentives for Clean Electricity:** Creates an emissions-based, technology-neutral tax credit for the production of clean electricity that is open to all resources but limited to facilities with zero or net negative carbon emissions. Facilities may choose between a “production tax credit” of up to 2.5 cents per kilowatt hour or an “investment tax credit” of up to 30-percent of investments in the year the facility begins service. Investments in critical grid improvements would qualify for a full-value investment tax credit.

- **Incentives for Clean Transportation:** Provides long-term incentives for battery and fuel cell electric vehicles and electric vehicle charging. Additionally, it would provide a technology-neutral tax credit for domestic production of clean transportation fuel that would be open to all resources but limited to fuels that are at least 25-percent cleaner than average.
- **Incentives for Energy Conservation:** Provides performance-based tax credits for energy efficient homes and tax deductions for energy efficient commercial buildings and promotes conservation in both new and existing buildings.

The bill would repeal certain tax incentives for fossil fuel companies, including expensing of intangible drilling costs, credits for enhanced oil recovery, coal gasification, and more, and would ensure oil companies are not specifically exempted from the 2017 tax law's global minimum tax. The bill would also create a tax credit bond for facilities producing clean electricity or clean transportation fuels with the maximum credit being 70% of interest on the bond.

Title II of the proposal includes the following on Alternative Fuels Credits:

Proposal: The bill creates a technology-neutral incentive for the domestic production of clean fuels. It also extends for one year the alternative fuel tax credit and adds eligibility for non-liquid hydrogen and other forms of CNG. (Note: we have been advocating for a similar extension with House Ways & Means). For the new incentives, the level of benefit depends on the lifecycle carbon emissions of a given fuel. Lifecycle emissions take into account the “well to wheel” emissions profile, from production of the feedstock for the fuel through to its use in a vehicle. Fuels may qualify for the credit if the fuel's lifecycle emissions are at least 25 percent less than the current U.S. nationwide average.

Zero and net-negative emission fuels qualify for the maximum incentive of \$1.00 per gallon. Qualifying production is restricted to production in the United States of fuel that is used or sold. Between now and 2030, qualifying fuels must become increasingly cleaner in order to qualify for the credit. Fuels produced before 2026 may qualify if the fuel's lifecycle emissions are less than 75 kilograms of carbon dioxide equivalents per million British thermal units (kg CO₂e per mmBtu).

This amount is reduced to 50 kg CO₂e per mmBtu for 2026 and 2027, 25 kg CO₂e per mmBtu for years 2028 and 2029, and, starting in 2030, only fuels with lifecycle emissions at or below zero may qualify for any incentive. Fuels must be at least transportation grade – suitable for use in a highway vehicle or aircraft – but may be used for any business purpose, including as transportation fuel, industrial fuel, or for residential or commercial heat. Taxpayers wishing to receive credits must pay wages at not less than local prevailing rates and utilize registered apprenticeship programs. The Treasury Department and the EPA are required to establish safe harbors for fuels that are produced using similar feedstocks and production pathways.

The legislation simplifies the task for these agencies by allowing similar technologies (no more than 10% emissions profile difference) to be grouped together for purposes of

calculating credit rates. For emerging fuels that are produced using feedstocks or pathways that have not been previously reviewed, Treasury and EPA are directed to offer provisional guidance for credit rates no later than one year after a taxpayer requests approval of the pathway. Final guidance is required no later than two years after request.

The credits are set to phase out when emission targets are achieved: when EPA and DOE certify that the transportation sector emits 75 percent less carbon than 2021 levels, the incentives will be phased out over five years. Facilities will be able to claim a credit at 100 percent value in the first year, then 75 percent, then 50 percent, and then 0 percent.

High Speed Rail Hearing Set for May 6th

The House Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials has scheduled a hearing on May 6th entitled “*When Unlimited Potential Meets Limited Resources: The Benefits and Challenges of High-Speed Rail and Emerging Rail Technologies.*” In addition to hearing from existing rail stakeholders, witnesses will include representatives from the hyperloop industry. A full witness list is included below:

- The Honorable John Porcari
 - Former Deputy Secretary
 - United States Department of Transportation
- Ms. Rachel Smith
 - President and Chief Executive Officer
 - Seattle Metropolitan Chamber of Commerce
- Mr. Phillip Washington
 - Chief Executive Officer
 - Los Angeles County Metropolitan Transportation Authority
- Ms. Danielle Eckert
 - International Representative
 - International Brotherhood of Electrical Workers
- The Honorable Carbett “Trey” Duhon III
 - Judge
 - Waller County, Texas
- Mr. Andy Kunz
 - President and Chief Executive Officer
 - U.S. High Speed Rail Association
- Mr. Carlos Aguilar
 - President and Chief Executive Officer
 - Texas Central High Speed Rail
- Mr. William Flynn
 - Chief Executive Officer
 - Amtrak
- Mr. Josh Giegel
 - Chief Executive Officer and Co-Founder
 - Virgin Hyperloop

- Mr. Andres De Leon
 - Chief Executive Officer
 - Hyperloop Transportation Technologies
- Mr. Michael Reininger
 - Chief Executive Officer
 - Brightline Trains
- Mr. Wayne Rogers
 - Chairman and Chief Executive Officer
 - Northeast Maglev

Senate Environment and Public Works Hearing on the Long-Term Solvency of the Highway Trust Fund

On April 14th, the Senate EPW Committee held a hearing entitled “*Long-term Solvency of the Highway Trust Fund: Lessons Learned from the Surface Transportation System Funding Alternatives Program and Other User-based Revenue Solutions, and How Funding Uncertainty Affects the Highway Programs.*” During the hearing Vehicle Miles Traveled (VMT) as a revenue sources was discussed at length. Ranking Member Capito (R-WV) said “*You mentioned that if the VMT was put into effect at one cent per mile [on commercial trucks], it would generate \$2.6 billion. But previously you had mentioned the shortfall [of the Highway Trust Fund] is \$195 billion. So we’ve got a big gap here. I guess my question is—back to Mr. Shenkle—in some of the states’ pilot studies, is one cent per mile a marker that’s been used for success here? Because it’s not going to generate enough to hit our shortfall at all.*” The full hearing and witness list can be found [HERE](#).

Biden Cabinet

President Biden’s Cabinet have all been confirmed by the Senate, however hundreds of executive branch nominations requiring Senate confirmation remain. Consequently, this month the Senate continued consideration of several executive nominees with the full Senate confirming Polly Trottenberg as Deputy Secretary of Transportation by a vote of 82-15, Wendy Sherman as Deputy Secretary of State by a vote of 56-42, Gary Gensler as Chairman of the Securities and Exchange Commission (SEC) by a vote of 53-45, and Brenda Mallory as the Chair of the White House Council on Environmental Quality (CEQ) by a vote of 53-45.

CRS Report on Autonomous Vehicle Testing and Deployment

On April 23rd, the Congressional Research Service released a report entitled “*Issues in Autonomous Vehicle Testing and Deployment*”. The report discusses the introduction of two bills related to Autonomous Vehicles (AVs), H.R. 3388 – SELF DRIVE Act and S. 1885 – AV START Act. Some provisions in both bills could be included in the next Highway Bill. The report also recognizes that existing regulations, and unanswered questions, need to be addressed to avoid impeding innovation and development in this space. The report notes that Congress has not enacted legislation to address gaps in

regulation due to disagreements on several key policy issues. These include the following:

- The extent to which Congress should alter the traditional division of vehicle regulation, with the federal government being responsible for vehicle safety and states for driver-related aspects such as licensing and registration, as the roles of driver and vehicle merge.
- The number of autonomous vehicles that NHTSA should permit to be tested on highways by granting exemptions to federal safety standards, and which specific safety standards, such as those requiring steering wheels and brake pedals, can be relaxed to permit thorough testing.
- How much detail legislation should contain related to addressing cybersecurity threats, including whether federal standards should require vehicle technology that could report and stop hacking of critical vehicle software and how much information car buyers should be given about these issues.
- The extent to which vehicle owners, operators, manufacturers, insurers, and other parties have access to data that is generated by autonomous vehicles, and the rights of various parties to sell vehicle-related data to others. The 117th Congress may address these issues in legislation reauthorizing surface transportation programs. The current surface transportation authorization expires at the end of FY2021. Policy decisions about the allocation of radio spectrum and road maintenance also may affect the rate at which autonomous vehicle technologies come into use.

The full report can be found [HERE](#).



Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

1. Question: What compensation categories are available for administrative employees?

Answer: There are two compensation pools under which an administrative employee can be recognized, which are the merit pool and the special award pool. The merit pool is available for management to provide base building increases for employees based solely on the employee's annual performance. A merit increase is not guaranteed, and it is the only form of base building increase available for an administrative employee. Administrative employees do not receive any cost-of-living or step increase adjustments.

The special award pool provides management the opportunity to reward an employee based on individual outstanding achievements throughout the year. This award is a lump sum award and is non-base building.

2. Question: How did OCTA handle the merit and special award pools in the current fiscal year (FY) budget?

Answer: Due to the economic uncertainty surrounding the onset of coronavirus (COVID-19), management suspended the merit and special award programs for FY 2020-21.

3. Question: What are the two different categories of coach operators at OCTA?

Answer: OCTA directly operates 60 percent of fixed-route bus service and utilizes a contractor to operate 40 percent of the service. Both OCTA employed coach operators and the contracted coach operators are represented employees and subject to separate collective bargaining agreements. OCTA is only party to the collective bargaining agreement for OCTA employed coach operators. The collective bargaining agreement for the contracted coach operators is handled by the contractor, currently First Transit.

Question: Why are Los Angeles – San Diego – San Luis Obispo (LOSSAN) salaries and benefits are increasing by 18 percent and OCTA salaries and benefits only increasing by three percent?

Answer: The increase in LOSSAN salaries and benefits are comprised of the net effect of various factors including proposed merit, special awards, benefit costs, and changes in proposed staffing levels. In addition, unlike the amended budget, the proposed budget includes a full year's cost impact of changes in the LOSSAN programs staffing structure. OCTA is fully reimbursed by the State for LOSSAN salaries and benefits costs.



Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

4. Question: Why is interest expense lower in the FY 2021-22 proposed budget when compared to the current FY 2020-21 budget?

Answer: OCTA's budget includes debt service from three programs, which are the Measure M2 (M2) Program, 91 Express Lanes Program, and the 405 Express Lanes Program. Both the M2 and 91 Express Lanes Programs have fixed-rate, level debt structures. However, the budget for the 405 Express Lanes debt is currently based on estimated drawdowns from a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. OCTA did not need to make the anticipated drawdown in FY 2020-21, which lowered the actual interest expense in FY 2020-21 and FY 2021-22. As a result, the budget in FY 2021-22 reflects an anticipated lower interest expense given the lack of a drawdown in FY 2020-21.

5. Question: Explain the use of prior year's designations to fund capital expenditures?

Answer: OCTA's major operating programs such as the Bus, Rail and 91 Express Lanes programs typically do not issue debt to fund their capital expenditures. Each year these programs save (designate) funds as part of the budget process to fund future capital expenditures. In any given year, each of these programs saves (designates) funds for future capital expenditure, as well as spends funds that were saved in prior years (use of prior year's designations) to fund capital expenditures in the budget year. For example, in the FY 2021-22 budget it is anticipated that the bus program will save \$47.8 million for future capital expenditures, but also spend \$19.1 million in prior year's designations to fund capital expenditures in the budget year.

6. Question: Is the proposed budget balanced without any unplanned use of reserves?

Answer: Yes, the proposed budget is balanced without any unplanned use of reserves.

7. Question: Does approval of the proposed budget authorize the approval of any specific project?

Answer: The budget does not approve specific projects but rather implements OCTA's programs and projects based on prior Board of Directors (Board) direction. Approval of the budget appropriates funds for the FY and is only one step in expending funds, because procurement guidelines must also be met. For example, even though an item is included in the budget, procurement policy requires that all procurements greater than \$250,000 must be approved by the Board. As a result, almost all items included within the budget will come back to the Board through the procurement process.



Orange County Transportation Authority

Fiscal Year 2021-22 Budget Workshop Questions & Answers

8. Question: Does the proposed budget allow OCTA to continue to deliver on the promises made under M2?

Answer: Yes. The budget is consistent with both the Next 10 Plan and Comprehensive Business Plan, both of which have been recently approved by the Board. These plans both demonstrate OCTA's ability to deliver the M2 Program as promised.

9. Question: Does the proposed budget advance any new debt?

Answer: The budget does not include any new debt issuances.

10. Question: What is the current debt coverage ratio for OCTA's debt?

Answer:. : Debt coverage ratios for the M2 and 91 Express Lanes Programs are included in the table below:

Program	FY 2019-20 Actual	FY 2020-21 Estimate	FY 2021-22 Budget
M2	5.6x	5.4x	5.6x
91 Express Lanes	3.5x	3.1x	2.4x