



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, June 17, 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 Wagner

1. Public Comments

Special Calendar

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

An update of Legislative items in Sacramento will be provided.

Consent Calendar (Items 3 through 5)

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 May 20, 2021.



4. Citizens Advisory Committee Annual Update and Member Appointments

Christina Byrne/Maggie McJilton

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was formed to provide feedback on significant transportation items, help identify opportunities for community input, and serve as a conduit for public participation with the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Citizens Advisory Committee status report.

5. Special Needs Advisory Committee Annual Update and Member Appointments

Christina Byrne/Maggie McJilton

Overview

The Special Needs Advisory Committee was formed to advise the Orange County Transportation Authority on the transportation needs of senior citizens and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year is provided with this report.

Recommendation

Receive and file the Special Needs Advisory Committee status report.



Regular Calendar

6. State Legislative Status Report

Alexis Leicht/Lance M. Larson

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new mitigation credit program for transportation projects that improve wildlife connectivity. An update is provided on fiscal year 2021-22 state budget and the priorities being pursued by the Orange County Transportation Authority.

Recommendation

Adopt a SUPPORT position on SB 790 (Stern, D-Calabasas), which would create a new mitigation credit program for transportation projects that include wildlife connectivity benefits.

7. 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. Updates are provided on efforts to reauthorize federal surface transportation programs, negotiations on the President's infrastructure plan, and the nominee to lead the Federal Transit Administration. Details are also provided on three transportation-related hearings that continue to inform an everchanging policy environment in our nation's capital.

Recommendation

Receive and file as an information item.



Discussion Items

8. Marketing and Communications Update

Stella Lin/Maggie McJilton

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

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 15, 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

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

Staff Present

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

Committee Members Absent

Lisa A. Bartlett, Chairwoman

Via Teleconference

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

Call to Order

The May 20, 2021 regular meeting of the Legislative and Communications (L&C) Committee was called to order by Committee Vice Chairman Hernandez at 9:00 a.m.

Roll Call

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

Pledge of Allegiance

Director Sidhu 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:

- Last Friday, the Governor released his May Revision and announced that revenues have been significantly higher than expected. He is projecting \$75.7 billion surplus which is on top of \$130-\$140 billion.
- The increases are due to a strong economy. All major sources of revenue are up including personal income tax, corporate income tax and sales tax, which is important from a transportation perspective.

2. (Continued)

- The state of California has hit the Gann Limit which has only happened one other time in state history and \$12 billion in rebates will have to be provided to the taxpayers of California. There are a lot of questions on how it will be distributed.
- Some of the Governor's priorities for spending will be on rebates, drought water infrastructure package, homelessness funding, increases in education, and a robust transportation infrastructure package.
- The transportation infrastructure package is proposed at \$11 billion for new transportation funding. It breaks down as follows:
 - \$1.4 billion for zero emission buses and trucks;
 - \$1 billion for priority transit and rail projects;
 - \$407 million for zero emission rail and transit equipment purchase and infrastructure;
 - \$500 million for grade separation projects;
 - \$4.2 billion for high-speed rail; and
 - \$2 billion for additional shop projects.
 - \$500 million for additional active transportation projects; and
 - \$1 billion for the Los Angeles Olympics transit infrastructure buildup.
- The Governor included \$1.5 billion for trash removal and beautification.
- The May Revision should be completed by next week, then it will move into a conference committee process, and by June 15th the budget will have to be concluded.
- The deadline for all the bills to get out of their policy committee was on April 30, 2021. Every bill that had any consequence moves to the suspense file.
- Assembly Bill (AB) 1499 (Daly-Anaheim) and Senate Bill (SB) 339 (Wiener, D-San Francisco) are both bills the Orange County Transportation Authority (OCTA) supports and are on the suspense files.
- SB 623 (Newman, D-Fullerton) was scheduled to be heard in the judiciary committee, but staff could not develop the consensus amendments, so the bill was not heard.
- Both houses have agreed to a 12-bill review limit due to coronavirus restrictions.
- The Governor will reopen the state on June 15, 2021 and there is a lot of expectation that this also means the capital would also open.



2. (Continued)

A discussion ensued regarding:

- Proposed funding for high-speed rail is Proposition 1A (2008) money and there is no indication that the project would be completed.
- Eligibility for the \$1.5 billion for trash removal most likely depends on the project. Included within the pot is funding for artwork.
- OCTA is in the early stages of planning for the 2028 Los Angeles Olympics.
- The tax credit cap is \$75,000 adjust gross income for individuals.
- The general fund surplus of \$75.7 billion is just general funds. On top of that is another \$25-\$26 billion that is federal dollars.
- The Governor's budget sees in their economic outlook a five-year projection of a strong economy. They are projecting on average over the next five years, a 5.8 percent growth rate on all major revenue sources.
- Most of the state's "wall of debt" was paid off during Governor Brown's term, but there are still ongoing deficit issues.

Consent Calendar (Item 3)

3. Approval of Minutes

A motion was made by Director Hennessey, seconded by Director Murphy, and following a roll call vote, declared passed 6-0, to approve the minutes of the Legislative and Communications Committee meeting of April 15, 2021.

Regular Calendar

4. State Legislative Status Report

Kristin Jacinto, Manager of State and Federal Relations, introduced Alexis Leicht, Associate Government Relations Representative, and they reported on the following:

- Trailer bill efforts such as the continued pursuit of flexibilities under the Transportation Development Act.
- Assembly Member Freidman (D-Glendale) made a budgetary request of \$500 million in the May Revision for projects that would help implement sustainable community strategies. Staff is still trying to confirm the details on what this program would look like.
- Assembly Member Freidman's request is in conjunction with her bill AB 1147 that seeks to make changes to SB 375.

4. (Continued)

- Overview of SB 640 (Becker, D-San Mateo) and how it allows more flexibility for cities in their use of SB 1 (Chapter 5, Statutes of 2017) local street and road funding. The bill is currently in the Senate Appropriations Committee and will be heard today on the suspense file.

A motion was made by Director Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to 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, Senior Government Relations Representative, reported on the following:

- Congressional Republicans offered a \$568 billion infrastructure counterproposal which would mostly fund core transportation programs.
- Yesterday, the minority members of the Transportation and Infrastructure Committee put forward legislative texts for their version of a very similar counter proposal.
- The President continues to informally campaign for a multi-trillion dollar package to provide transformative transportation investments.
- The House Transportation and Infrastructure Committee held a hearing on High-Speed Rail and staff is still waiting to see what direction Congress might take on any high-speed rail investments.
- Reports indicate that federal agencies could take action to repeal the Safer Affordable Fuel-Efficient Vehicle Rule, and staff will continue to provide updates on any impacts to the transportation planning process and zero-emission vehicle policy.

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

Discussion Items**6. Fiscal Year 2021-22 Budget Workshop Follow-up**

Anthony Baruch, Section Manager of Financial Planning and Analysis, reported on the following:

- Several questions were raised at the Budget Workshop Preview held on Wednesday, April 28th, at the Finance and Administration Committee and the Budget Workshop after the May 10th Board Meeting and the handout contains answers to those questions.
- Staff will continue to attend all committee meetings until June 14, 2021 (when the Public Hearing for the Proposed Fiscal Year 2021-22 Budget will take place).
- One-on-one meetings are offered to any Board Members who may want to discuss any topics further.

Director Wagner asked about the word “unplanned” in question six of the handout. Sean Murdock, Director of Finance and Administration, explained that there are planned use of reserves in the budget like purchasing buses and currently, there are no use of reserves without Board of Directors approval.

7. Chief Executive Officer's Report

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

- The month of May is halfway through which is Bike month and there are several efforts underway to promote and highlight this. Through the Bike Everywhere campaign, OCTA staff has asked people to pledge to ride their bikes around the neighborhood, to the store, or to work. To date, OCTA has received 725 pledges exceeding the goal of 700 pledges. Those who do pledge will be entered to win prizes and are encouraged to check out octa.net/bikeeverywheremonth to find more information.
- Today at 4:00 p.m., OCTA is hosting a Zoom meeting with the community to provide an update on the Interstate 405 (I-405) Improvement Project and the upcoming closure and demolition of the Warner Avenue bridge. The bridge is tentatively scheduled to close on June 1, 2021 with demolition set to follow shortly after.
- The Magnolia Street bridge is scheduled to open on the morning of Saturday, May 22, 2021. This is the first two-phase bridge on the I-405 Improvement Project to fully open to traffic. OCTA is celebrating this milestone with a video that will go live on Saturday, May 22, 2021 on OCTA's YouTube channel under GOOCTA.



7. (Continued)

Director Hernandez inquired about the Bike Rally event from the Orange station to the OCTA Headquarters and Mr. Johnson, CEO, stated that the event did not take place in 2020 or 2021 but he does anticipate it returning next year.

8. Committee Members' Reports

Director Delgleize asked about any call for funds on bike trails and Mr. Johnson, CEO, responded that once they know what is in the state budget and what gets passed around active transportation, OCTA can then inform the communities about any opportunities.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 9:45 a.m.

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.

ATTEST

Gene Hernandez
Committee Vice Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



June 17, 2021

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Citizens Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was formed to provide feedback on significant transportation items, help identify opportunities for community input, and serve as a conduit for public participation with the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Citizens Advisory Committee status report.

Background

In its role as the County Transportation Commission, the Orange County Transportation Authority (OCTA) is required by the Public Utilities Code (PUC) 130105 to appoint a Citizens Advisory Committee (CAC) to provide input on transportation projects, programs, services, and outreach activities. The PUC states that the commission shall "appoint...a Citizens Advisory Committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." The CAC is structured such that each OCTA Board of Directors (Board) member appoints two citizens to serve, creating a 34-member committee representing diverse interests and geographic areas of Orange County.

To carry out the CAC's mission, ongoing responsibilities include:

- Commenting on significant transportation items, suggesting possible solutions, and making recommendations when appropriate
- Identifying opportunities for community input

- Recommending mechanisms and methodologies for obtaining public feedback on specific transportation issues
- Serving as a liaison between the public and OCTA

The CAC has also formed two subcommittees to address specific areas of interest, a Bicycle/Pedestrian Subcommittee, which meets quarterly to review items and issues related specifically to active transportation, and a Technology and Innovation Ad Hoc Committee, which meets as needed to review new ideas focused on technological advances and innovations that could help improve Orange County's transportation system.

Discussion

As an advisory body, members' comments and suggestions help to shape OCTA's services and communications to be responsive and user-friendly to the public. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives.

CAC input is communicated to the Board in a variety of ways. Members' feedback on projects and studies is incorporated as programs develop, which is often noted in project staff reports. As direct appointees of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member.

During the past year, the CAC met four times, all virtually, to review and provide feedback on a variety of OCTA programs and topics. Key activities for this past year included:

- Receiving status reports on OCTA's response to the coronavirus (COVID-19) pandemic from OCTA Deputy Chief Executive Officer, Jennifer Bergener
- Acting as OCTA's stakeholder working group for the 2022 Long-Range Transportation Plan
- Discussing OCTA's diversity outreach efforts
- Reviewing projects and programs currently underway
- Commenting on state and federal policies related to climate change and OCTA's new environmental sustainability webpage
- Discussing the progress of OC Streetcar and Interstate 405 Improvement Project
- Providing feedback on the South Orange County Multimodal Transportation Study and Fullerton Park-and-Ride Joint Development Study

- Reviewing the projects and programs included in OCTA's fiscal year 2021 budget
- Receiving updates on sales tax forecasts

CAC Bicycle/Pedestrian Subcommittee

During the past year, the CAC Bicycle/Pedestrian Subcommittee met two times, both via teleconference, to give feedback on ways to better incorporate active transportation as an alternative mode of travel, and to emphasize the need to practice and provide safe transportation methods for adults and youth such as Safe Routes to School, Safe Travels Education Program, and May Bike Month.

The subcommittee also reviewed and provided feedback on a variety of topics, including an interactive presentation from the California Department of Transportation on their District 12 Active Transportation Plan, construction-related bicycle trail closures, and how events such as Bike to Work Week were modified during the COVID-19 pandemic.

Member Appointments

CAC members serve staggered two-year terms from July through June, so each year every Board Member has one CAC member whose term expires on June 30. Committee members can serve unlimited terms. In February, each committee member with an expiring term was contacted to see if they were interested in continuing to serve. Announcements were made seeking potential applicants on OCTA's blog and social media accounts. In addition, information was sent to the media, city contacts, and local organizations to publish and include in their newsletters.

The opportunity to reappoint interested members for an additional term, along with resignations, was presented to each Board Member and their staff starting in February. The recruitment is now complete, and Board Members have either reappointed existing members or appointed new members to begin service on July 1, 2021, or have appointments pending (Attachment A).

To show OCTA's appreciation to members who will be leaving the committee, resolutions of appreciation have been prepared to thank them for their contribution.

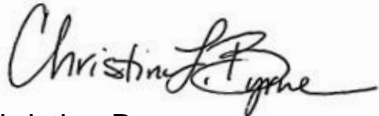
Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. CAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process for fiscal year 2021-22 now complete, OCTA Board Members have either reappointed existing CAC members or appointed new members. Members who are not continuing on the committee will receive resolutions of appreciation to thank them for their time and efforts.

Attachment

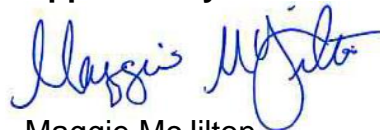
- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2021-22

Prepared by:



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

Approved by:



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

ATTACHMENT A

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2021-22
(as of 06/3/2021)**

District	Name	Affiliation	Expiration	Director
1	Dale Soeffner	Garden Grove Resident	2023	Andrew Do
1	*Lisandro Orozco	Historic Santa Ana	2022	Andrew Do
1	Randy Styner	Garden Grove Resident	2023	Steve Jones
1	*Mark Paredes	Garden Grove Resident	2022	Steve Jones
1	Appointment Pending	TBD	2023	Vicente Sarmiento
1	Damon Tordini	Engineers Without Borders/ Santa Ana Resident	2022	Vicente Sarmiento
2	Adam Wood	Building Industry Association	2023	Barbara Delgleize
2	*Dianne Thompson	Huntington Beach Chamber of Commerce	2022	Barbara Delgleize
2	Ben Chapman	Hunt Pacific Corporation	2023	Patrick Harper
2	*Paul Adams	Santa Ana Resident	2022	Patrick Harper
2	Pete Hardin	Attorney and Marine Corps Veteran	2023	Katrina Foley
2	Dirissy Doan	Orange County Realtors	2022	Katrina Foley
3	Appointment Pending	TBD	2023	Mark A. Murphy
3	*Jeff Thompson	Building Industry & Adjunct Professor	2022	Mark A. Murphy
3	Kunal Mittal	Civil Engineer	2023	Donald P. Wagner
3	Steve Kozak	Tustin Planning Commission	2022	Donald P. Wagner
3	Karalee Darnell	Yorba Linda Planning Commission	2023	Gene Hernandez
3	*Roy Shahbazian	Bus Rider, Transit Advocate of Orange County / Santa Ana Resident	2022	Gene Hernandez

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2021-21
(as of 06/3/2021)**


District	Name	Affiliation	Expiration	Director
4	Marie Laveaga	La Habra Chamber of Commerce	2023	Tim Shaw
4	*Laurel Reimer	American Planning Association: Orange Section	2022	Tim Shaw
4	Daniel Soper	Cal State Fullerton	2023	Doug Chaffee
4	*Nick Polichetti	American Society of Civil Engineers	2022	Doug Chaffee
4	Amelia Castro	Anaheim Housing and Community Development Commission	2023	Harry S. Sidhu
4	Deepak Krishan	Anaheim Resident / Accountant	2022	Harry S. Sidhu
5	Meredith Chillemi	LifeSTEPS	2023	Lisa A. Bartlett
5	Derek McGregor	Trabuco Canyon Advisory Committee	2022	Lisa A. Bartlett
5	Jamey Federico	Dana Point Resident	2023	Joseph Muller
5	David Wheeler	Laguna Hills Resident	2022	Joseph Muller
5	Appointment Pending	TBD	2023	Brian Goodell
5	Kellie Aamodt	UC Irvine/UPS	2022	Brian Goodell
Public Member	Appointment Pending	TBD	2023	Michael Hennessey
Public Member	Frank Murphy	Orange Resident	2022	Michael Hennessey
Public Member	Appointment Pending	TBD	2023	Tam Nguyen
Public Member	*Dan Kalmick	City of Huntington Beach Councilmember	2022	Tam Nguyen

** Bicycle and Pedestrian Subcommittee Member*



June 17, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Special Needs Advisory Committee Annual Update and Member Appointments

Overview

The Special Needs Advisory Committee was formed to advise the Orange County Transportation Authority on the transportation needs of senior citizens and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year is provided with this report.

Recommendation

Receive and file the Special Needs Advisory Committee status report.

Background

On January 13, 1992, the Orange County Transportation Authority (OCTA) Board of Directors (Board), concurrent with approving the OCTA 1992 Complementary Paratransit Plan as required by the Americans with Disabilities Act, voted to establish a standing citizens' committee, the Special Needs Advisory Committee (SNAC), to advise OCTA on the transportation needs of senior citizens and persons with disabilities.

Discussion

The SNAC's mission is to advise OCTA on the promotion of integrated public transit services and to improve communication between OCTA and seniors as well as persons with disabilities. SNAC members also provide support for OC ACCESS service eligibility appeals. The SNAC is comprised of 34 members appointed by the OCTA Board. Members serve staggered three-year terms and meet quarterly.

The opportunity to reappoint interested members for an additional term, along with resignations, was presented to each Board Member and their staff starting in February. The recruitment is now complete, and Board Members have either reappointed existing members or appointed new members to begin service on July 1, 2021, or have appointments pending (Attachment A).

To show OCTA's appreciation to members who will be leaving the committee, resolutions of appreciation have been prepared to thank them for their contribution.

During the past year, the SNAC met four times, all virtually, to review and provide feedback on a variety of OCTA programs and topics. Key activities for this past year included:

- Receiving status reports on OCTA's response to the COVID-19 pandemic with OCTA Deputy Chief Executive Officer, Jennifer Bergener
- Transit service and OC Bus service changes
- COVID-19 pandemic budget impacts
- OC Flex and Same Day Taxi service changes
- OCTA's Diversity Outreach and Inclusion efforts
- Enhanced Mobility for Seniors and Disabled Grant Program
- OC Streetcar construction progress
- OC ACCESS eligibility and operations
- OCTA's Senior Mobility Program and policies

In addition, a current member of the SNAC contacted staff with comments regarding the use of the term "Special Needs" within the SNAC committee title and suggested a change to reflect the most current and inclusive verbiage. A list of names used by other California transit agencies for similar committees was compiled and reviewed to develop a list of viable options for OCTA. The committee discussed a potential name change at their April 27, 2021 meeting and will be considering a name change at their July 27, 2021 meeting. Possible names for selection include:

- Accessible Transit Advisory Committee (ATAC)
- Accessibility Advisory Committee (AAC)
- Advisory Committee on Accessibility (ACA)

Summary

The SNAC continues to serve in an advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. SNAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process for FY 2021-22 now complete, OCTA Board Members have either reappointed existing SNAC members or appointed new members. Members who are not continuing on the committee will receive resolutions of appreciation to thank them for their time and efforts.

Attachment

- A. Orange County Transportation Authority Special Needs Advisory Committee Roster Fiscal Year 2021-22

Prepared by:



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

Approved by:



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

**Orange County Transportation Authority
Special Needs Advisory Committee Roster
Fiscal Year 2021-22
(as of 06/3/2021)**

District	Name	Affiliation	Expiration	Director
1	Sandra Albear	Braille Institute of America	2023	Andrew Do
1	Mike Gonzalez	City of Santa Ana Environmental and Transportation Advisory Committee	2023	Andrew Do
1	Mallory Vega	Acacia Adult Day Services	2022	Steve Jones
1	Gloria Reyes	Abrazar, Inc.	2023	Steve Jones
1	Appointment Pending	TBD	2024	Vicente Sarmiento
1	Cesar Hernandez	Transportation Solutions	2022	Vicente Sarmiento
2	Scott Quinlan	Lions Sight and Hearing Foundation of Southern California	2024	Barbara Delgleize
2	Mary Lou Shattuck	Alzheimer's Family Services Center	2024	Barbara Delgleize
2	Henry Michaels	Elwyn California	2023	Patrick Harper
2	John Ott	Surf Seniors on the Go	2024	Patrick Harper
2	Morris "Jake" Schwartzberg	Special Needs Programs, Dana Hills High School	2022	Katrina Foley
2	Jon Peat	Cypress Resident	2024	Katrina Foley
3	Arturo Cazares	Regional Center of Orange County	2024	Mark A. Murphy
3	Raymond Bueche	Coordinator of Transition Services, Saddleback Valley Unified School District	2023	Mark A. Murphy
3	Sue Lau	Polio Survivors Plus, AARP	2024	Gene Hernandez
3	Caroline Wahlstrom	Placentia - Yorba Linda School District	2023	Gene Hernandez
3	Richard King	OC Guide Dogs Alumni Chapter President	2024	Don Wagner
3	Ellen Schenk	State of California Department of Rehabilitation	2022	Don Wagner

**Orange County Transportation Authority
Special Needs Advisory Committee Roster
Fiscal Year 2021-22
(as of 06/3/2021)**

District	Name	Affiliation	Expiration	Director
4	Tracy Bryars	Healthy Communities Initiative, St. Jude Medical Center	2024	Doug Chaffee
4	Paul Miller	Disability Support Services, Emeritus California State University, Fullerton	2023	Doug Chaffee
4	Giovanna Lara	La Habra Collaborative, St. Jude's Senior Services	2024	Tim Shaw
4	Bhumit Shah	Dayle McIntosh Center	2024	Tim Shaw
4	Wayne Heidle	Marshall B. Ketchum University	2024	Harry S. Sidhu
4	Appointment Pending	TBD	2024	Harry S. Sidhu
5	Sandy Raines	Laguna Woods Resident	2024	Lisa A. Bartlett
5	Ericka Danczak	County of Orange Office on Aging	2024	Lisa A. Bartlett
5	Pam Thompson	Saddleback Unified School District	2024	Joe Muller
5	Sandra Stang	Housing and Transportation Committee	2023	Joe Muller
5	John Ulrich	Laguna Niguel Senior Citizens Committee	2022	Brian Goodell
5	Tom Krogstad	Senior and Special Needs Advocate	2023	Brian Goodell
Public Member	Appointment Pending	TBD	2024	Michael Hennessey
Public Member	Isaac López	Advocate for Persons with Disabilities	2024	Michael Hennessey
Public Member	Appointment Pending	TBD	2023	Tam Nguyen
Public Member	Brandi Kelly Contreras	City of Huntington Beach	2022	Tam Nguyen



June 17, 2021

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: State Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new mitigation credit program for transportation projects that improve wildlife connectivity. An update is provided on fiscal year 2021-22 state budget and the priorities being pursued by the Orange County Transportation Authority.

Recommendation

Adopt a SUPPORT position on SB 790 (Stern, D-Calabasas), which would create a new mitigation credit program for transportation projects that include wildlife connectivity benefits.

Discussion

SB 790 (Stern): Wildlife connectivity mitigation credits

In 2017, AB 1282 (Chapter 643, Statutes of 2017), a bill supported by the Orange County Transportation Authority (OCTA), established a Transportation Permitting Task Force (Task Force). The final report given to the Legislature described a variety of challenges and found that mitigation efforts are one of the main causes of delays and inefficiencies in transportation project delivery.

SB 790 (Stern, D-Calabasas) was developed to help address mitigation challenges discussed in the Task Force's final report by creating a new compensatory mitigation program. Specifically, SB 790 requires the California Department of Fish and Wildlife (CDFW) to coordinate with the California Department of Transportation (Caltrans) to provide mitigation credits for future highway improvements that enhance local and regional habitat connectivity. These improvements could include an overpass/underpass, vegetation

management, directional fencing, and barrier modification, among others. If a Caltrans transportation project meets certain standards evaluated by the CDFW, including physical roadway factors and overall benefit to wildlife's ability to cross the roadway, then they would have the opportunity to request CDFW to issue the credits. These compensatory mitigation credits could then be used by Caltrans to satisfy obligations to mitigate the impacts of transportation projects required by the California Environmental Quality Act, the California Endangered Species Act, and the Lake and Streambed Alteration program. Through this bill, CDFW can only issue ten credits for new transportation projects in a given fiscal year and no more than two in each region.

OCTA has been a leader in the State in establishing advanced mitigation options for transportation projects. As a part of the Measure M2 sales tax program, OCTA's Environmental Mitigation Program allocates five percent of net freeway revenues toward offsetting the environmental impacts of Measure M2 highway projects. SB 790 promotes the concept of advanced environmental mitigation, complementing the work OCTA is already undertaking. If passed, SB 790 would allow OCTA to work with Caltrans on potential wildlife connectivity improvements as part of transportation projects and use any mitigation credit from those improvements to help mitigate environmental impacts from future transportation projects.

A comprehensive analysis of SB 790, along with the text of the bill, is included as Attachment A. SB 790 is supported by a variety of environmental groups as well as the Ventura County Transportation Commission. A SUPPORT position for SB 790 is consistent with OCTA's 2021-22 State Legislative Platform principle to "Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections."

State Budget Update

In the face of an unprecedented budget year, the State Legislature has been evaluating Governor Gavin Newsom's May Revision proposals, which includes significantly higher-than-anticipated revenue forecasts and across-the-board robust and historic investments. OCTA has been actively engaged as budget conversations progress to ensure investments in transportation are effective in creating jobs and providing improvements for mobility throughout the State.

On June 1, 2021, OCTA sent correspondence to the Governor and Legislative leaders detailing these transportation-related priorities. Specifically, OCTA continues to advocate for statutory relief for transit agencies through the Transportation Development Act, additional funding for SB 1 (Chapter 5, Statutes of 2017) programs to expedite project delivery, and a funding set-aside for zero-emission transit buses to assist in the implementation of the Innovative

Clean Transit regulation. Other priorities OCTA supports include new funding opportunities to incentivize transit ridership as recovery from the coronavirus pandemic continues, broad investment in the 2028 Olympic and Paralympic Games in Los Angeles to benefit all areas serving the Olympics, and funding to support sustainable communities strategies, created pursuant to SB 375 (Chapter 728, Statutes of 2008), to aid in the planning and implementing of projects that will reduce regional greenhouse gas emissions. A copy of the letter is included as Attachment B.

OCTA staff will provide a verbal update on the final budget adoption at the June 17, 2021 Legislative and Communications Committee meeting. While it is anticipated the Legislature will meet its Constitutionally prescribed deadline of June 15, 2021, it is also expected that this year's budget negotiations will continue into the summer and early fall due to the nature of these historic funding levels. OCTA staff will continue to monitor these proposals and provide relevant updates.

Summary

A support position is requested regarding a legislative proposal to create a program to improve wildlife connectivity. An overview is provided of the state's budget process and the Orange County Transportation Authority's advocacy for transportation-related investment priorities.

Attachments

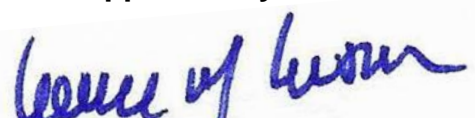
- A. SB 790 (Stern, D-Calabasas) Bill Analysis with Bill Language
- B. Letter from Andrew Do, Chairman, Orange County Transportation Authority, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Toni Atkins, President pro Tempore, California State Senate, and the Honorable Anthony Rendon, Assembly Speaker, California State Assembly, dated June 1, 2021.
- C. Orange County Transportation Authority Legislative Matrix

Prepared by:



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Executive Director,
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BILL: SB 790 (Stern, D-Calabasas)
Introduced February 19, 2021
Amended March 22, 2021
Amended April 14, 2021
Amended May 20, 2021

SUBJECT: SB 790 would create a new environmental mitigation credit program to improve wildlife connectivity for transportation projects.

STATUS: Pending in the Assembly
Passed Senate 39-0
Passed Senate Appropriations Committee 7-0
Passed Senate Natural Resources and Water Committee 9-0
Passed Senate Transportation Committee 16-0

SUMMARY AS OF June 2, 2021:

In 2017, AB 1282 (Chapter 643, Statutes of 2017), a bill supported by the Orange County Transportation Authority (OCTA), established a Transportation Permitting Task Force (Task Force) and required a report to the California State Legislature on recommendations for permitting reform to advance transportation projects. This report described a variety of challenges and found that mitigation is one of the main causes of delays and inefficiencies in transportation project delivery. Chiefly, among the recommendations, the Task Force concluded that it would be most prudent to establish an in-lieu fee program whereby California Department of Transportation (Caltrans) could pay a fee to fund mitigation projects. SB 790 (Stern, D-Calabasas) was developed to implement these strategies.

SB 790 would create a new compensatory environmental mitigation program. The California Department of Fish and Wildlife (CDFW) would be required to coordinate with Caltrans in order to provide mitigation credits for future highway improvements that enhance local and regional habitat connectivity. These improvements could include an overpass/underpass, vegetation management, directional fencing, barrier modification, among others. If a Caltrans transportation project meets certain standards evaluated by the CDFW, including physical roadway factors and overall benefit to wildlife ability to cross the roadway, then they would have the opportunity to request CDFW to issue the credits. These compensatory mitigation credits could then be used by Caltrans to satisfy obligations to mitigate the impacts of transportation projects required by the California Environmental Quality Act, the California Endangered Species Act, and the Lake and Streambed Alteration program. Through this bill, CDFW can only issue 10 credits for new transportation projects in a given fiscal year and no more than two in each region.

EFFECTS ON ORANGE COUNTY:

OCTA has been a leader in the state in establishing advanced mitigation options for transportation projects. As a part of the Measure M sales tax program, OCTA's

Environmental Mitigation Program allocates five percent of net freeway revenues toward a comprehensive effort to offset the environmental impacts of the Measure M freeway projects by acquiring and preserving large swaths of open space land and protecting plant and animal species in their native habitats. SB 790 promotes the concept of advanced environmental mitigation, complementing the work OCTA is already undertaking. If passed, SB 790 would allow OCTA to work with Caltrans on potential wildlife connectivity improvements as part of transportation projects and use any mitigation credit from those improvements to help mitigate environmental impacts from future transportation projects.

SB 790 is supported by a variety of environmental groups and the Ventura County Transportation Commission. A SUPPORT position on SB 790 is consistent with OCTA's 2021-2022 State Legislative Platform principle to "Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE MAY 20, 2021

AMENDED IN SENATE APRIL 14, 2021

AMENDED IN SENATE MARCH 22, 2021

SENATE BILL

No. 790

Introduced by Senators Stern and Cortese

(Principal coauthor: Assembly Member Friedman)

(Coauthor: Senator Archuleta)

(Coauthor: Assembly Member Bloom)

February 19, 2021

An act to add Chapter 13 (commencing with Section 1950) to Division 2 of the Fish and Game Code, relating to fish and wildlife.

LEGISLATIVE COUNSEL'S DIGEST

SB 790, as amended, Stern. Wildlife connectivity mitigation credits.

Existing law vests the Department of Fish and Wildlife (DFW) with jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system.

This bill would require DFW, in consultation with Caltrans, to provide 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. *The bill would prohibit, in each fiscal year, DFW from providing compensatory mitigation credits for more than 10 new projects, as described above, or for more than 2 of those projects in each region.* The bill would authorize 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. The bill would authorize Caltrans to use those credits to satisfy obligations to mitigate the impacts of projects on the state highway system on fish and wildlife in the same Caltrans district.

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

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

- 1 SECTION 1. The Legislature finds and declares all of the
2 following:
- 3 (a) California's climate is changing. Rising temperatures,
4 increases in the frequency and severity of extreme events like
5 drought and wildfire, changing ocean conditions, and shifts in
6 precipitation patterns all pose threats to California's plants and
7 animals.
- 8 (b) These extreme changes alter the temperature ranges in which
9 species thrive and survive, causing stress to plants and animals.
10 This creates a series of cascading effects like altering predator-prey
11 relationships, causing fluctuations in food and water supplies, and
12 exacerbating human-caused stressors like contaminants and habitat
13 loss.
- 14 (c) Land use has been changing as the state's population
15 continues to grow. Development decisions sometimes result in the
16 conversion of grasslands, rangelands, and other natural lands and
17 working lands to urban uses. This destroys natural habitats and
18 corridors necessary for migration of species, which are even more
19 important under changing climate conditions.
- 20 (d) As regional weather patterns and habitat continue to shift
21 due to climate change, wildlife populations will likely require new
22 foraging, breeding, and sheltering locations. Connectivity between
23 existing core habitat areas and those required to support future
24 wildlife populations will be crucial to allow safe migration of
25 species between protected areas as climate patterns shift.
- 26 (e) The report prepared by the Transportation Permitting Task
27 Force pursuant to Section 155.7 of the Streets and Highways Code
28 makes the recommendation that agencies should establish a

crediting framework for projects that result in fish passage and wildlife connectivity.

(f) Wildlife corridors and connected habitat are necessary to help native species like mountain lions, bobcats, porcupines, badgers, and deer, as well as birds, fish, insects, reptiles, and amphibian species that suffer from increasingly fragmented habitats, to maintain healthy populations, support genetic diversity, and protect wildlife from lands or infrastructure where they have the potential to face negative human-wildlife interactions or cause traffic collisions.

SEC. 2. Chapter 13 (commencing with Section 1950) is added to Division 2 of the Fish and Game Code, to read:

CHAPTER 13. WILDLIFE CONNECTIVITY MITIGATION CREDITS

1950. For purposes of this chapter, the following terms apply:

(a) "Region" means a Department of Transportation district.

(b) "Transportation project" means a project to construct or improve a portion of the state highway system.

1951. (a) (1) The Department of Fish and Wildlife, in consultation with the Department of Transportation, shall provide compensatory mitigation credits to support modifications and planning of transportation projects that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements. These environmental improvements may include, but are not limited to, all of the following:

(A) An overpass or underpass.

(B) Vegetation management.

(C) Directional fencing.

(D) Barrier modification.

(2) *In each fiscal year, the Department of Fish and Wildlife shall not provide compensatory mitigation credits for more than 10 new transportation projects that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements, as described in paragraph (1), or for more than two of those projects in each region.*

~~(2)~~

(3) In determining the value of compensatory mitigation credits for actions undertaken by the Department of Transportation, the Department of Fish and Wildlife shall consider all of the following:

(A) The impact on the ability of wildlife to access the opposite side of the roadway, including the length of the barrier, the distance of roadway until the next wildlife crossing, and the number of lanes *that* wildlife would need to cross.

(B) The value of the habitat on the opposite side of the roadway, including impacts on genetic diversity, wildlife migration, and access to additional latitudes and altitudes of habitat to adapt to climate change.

(C) The impact on critical terrestrial habitat linkages, including, but not limited to, the Santa Monica ~~Mountains~~, *Mountains and Rim of the Valley Corridor*, Santa Ana Mountains, San Gabriel Mountains, San Bernardino Mountains, Santa Cruz Mountains, and the Gabilan Mountain Range.

(D) Topography, watercourse presence, vegetative cover, mortality data, or other factors that increase the likelihood of use, or value of, a particular location for connectivity.

(b) In determining the value of the compensatory mitigation credits under this section, the Department of Fish and Wildlife and the Department of Transportation may consult with the United States Fish and Wildlife Service, the National Marine Fisheries Service, and the United States Army Corps of Engineers.

(c) If the Department of Transportation takes actions to improve fish and wildlife connectivity in connection with a transportation project, the Department of Transportation may request that the Department of Fish and Wildlife issue credits for any action that the Department of Transportation ~~completed~~ *completes* in excess of any legally required mitigation. The Department of Fish and Wildlife shall issue the credits to the Department of Transportation in accordance with the requirements of this chapter.

(d) The Department of Fish and Wildlife, for purposes of implementing this section, may develop an in-lieu fee program.

(e) The Department of Transportation may use compensatory mitigation credits issued pursuant to subdivision (c) to satisfy obligations to mitigate the impacts of transportation projects on fish and wildlife required by any of the following laws:

(1) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

- 1 (2) The California Endangered Species Act (Chapter 1.5
- 2 (commencing with Section 2050) of Division 3).
- 3 (3) The Lake and Streambed Alteration Program established
- 4 pursuant to Chapter 6 (commencing with Section 1600).
- 5 (f) The Department of Transportation may only use
- 6 compensatory mitigation credits issued pursuant to subdivision
- 7 (c) within the same region in which the credits were issued.

O



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June 1, 2021

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

The Honorable Anthony Rendon
Assembly Speaker
State Capitol, Room 219
Sacramento, California 95814

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

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

On behalf of the Orange County Transportation Authority (OCTA), we are pleased to support the budgetary requests outlined in this letter, which will create good-paying jobs and provide meaningful mobility solutions throughout the State. In the face of an unprecedented budget year, OCTA recognizes the importance of the historic investments taking place to maintain a strong economy and robustly recover from the coronavirus (COVID-19) pandemic. We are encouraged by the Administration's and Legislative leadership's efforts to make transportation a priority. As Orange County's transportation planning agency, we stand ready to partner with the State to put these meaningful investments to work and are grateful for your continued support. We hope that you consider the following requests when developing this year's budget.

Statutory Relief Measures for Transit Agencies

As transit agencies continue to experience effects from the COVID-19 pandemic and look toward recovery, OCTA supports providing statutory relief through the Transportation Development Act (TDA) to ensure that transit agencies are not unfairly penalized due to consequences of the COVID-19 pandemic out of their control. This request aligns with and builds on action taken by the State last year that provided much needed support to transit agencies to ensure essential services were maintained. Specifically, OCTA supports the following proposals:

- 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.

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- 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.

Transportation Funding

The State has a unique opportunity to significantly invest in transportation infrastructure in a way that will support a robust economic recovery, accelerate the State's ambitious goals related to the environment, and support meaningful projects that will transform communities. OCTA is specifically supportive of further investment being provided through the following programs to effectively achieve these priorities:

- The State Transportation Improvement Program (STIP), which serves communities in providing multimodal mobility options. Investment in this program will allow for acceleration of these high-priority multimodal projects. Funding through the STIP also provides direct allocation to regional priorities on a formula basis which allows for immediate investment in the infrastructure system.
- The Solutions for Congested Corridors Program, which is aimed to reduce congestion throughout the State in a way that balances improvements in the environment and access to the transportation system.
- The Trade Corridor Enhancement Program which aids in providing funding to deliver infrastructure improvements to address bottlenecks and facilitate efficient freight movement on the State's most economically significant trade corridors.

- The Local Partnership Program (LPP), which provides funding to entities that administer local sales tax measures to help fund transportation improvements in their region. This helps leverage resources from local programs with funding provided by LPP to deliver more significant investments.
- The Active Transportation Program, which supports projects to improve transportation options and access to safely walking and biking. This program has been historically oversubscribed and currently lacks sufficient investment to achieve its optimal benefit. Emphasis should be placed on funding the backlog of projects consistent with regional priorities.

Other Stimulus Investments Benefitting Transportation

Beyond the above funding programs, OCTA also supports the creation of additional funding opportunities to help with the delivery of Orange County's local sales tax program and to further incentivize zero-emission transportation options and transit recovery. OCTA supports providing a funding set-aside specifically for transit agencies to convert their fleets to zero-emission technology, assisting in the implementation of the California Air Resources Board's Innovative Clean Transit regulation requiring the transition of all transit buses in California to zero-emission technologies by 2040.

Additionally, while Californians are continuing to get vaccinated and restrictions related to the pandemic are beginning to be pulled back, transit agencies are still facing ridership and related revenue challenges. In order to boost transit ridership, OCTA supports new funding opportunities to incentivize transit ridership. This could include new funding programs directed at implementation of short-term fare free/reduced fare transit pilot programs, projects to improve the customer experience, operational analysis to expand transit access and efficiency, and customer outreach and engagement efforts.

There are also several new programs proposed in the Governor's May Revision, which OCTA hopes to inform in a way to maximize the benefits. For example, the proposed \$1 billion in funding for the 2028 Olympic and Paralympic Games in Los Angeles is to be administered through the Transit and Intercity Capital Rail Program. To prepare the region, there will be a need for substantial investments in a robust transportation network. The impacts of the Olympics will stretch beyond Los Angeles, and therefore, the funding investments need to be made broadly to benefit all areas that will serve the Olympics, including Orange County.

June 1, 2021

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In addition, \$500 million is proposed to support sustainable communities strategies, created pursuant to SB 375 (Chapter 728, Statutes of 2008), via a program administered by the California Department of Housing and Community Development. This funding will aid in the planning and implementing of projects that will reduce regional greenhouse gas emissions. It is imperative that the eligibility for this funding be crafted in a way that is broad enough so transportation and transit agencies can leverage this resource, and the funding is allocated equitably to each region.

As you continue with budget discussions, we thank you for your consideration of these requests. OCTA is proud to partner with the State to deliver transportation solutions in Orange County and believe these requests will help achieve such goals. Please do not hesitate to contact Kristin Jacinto, Manager of State and Federal Relations, at kjacinto@octa.net or (714) 560-5754 should any questions arise.

Sincerely,



Andrew Do
Chairman

AD:al

c: 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
The Honorable David Kim, Secretary, California State Transportation Agency
Members, Orange County State Legislative Delegation
Topp Strategies
Darrell E. Johnson, Chief Executive Officer, OCTA



Orange County Transportation Authority Legislative Matrix

2021 State Legislation Session
June 17, 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 Third Reading File</p> <p>STATUS: 05/20/2021 <i>In ASSEMBLY. Read second time. To third reading.</i></p>	<p>Neutral (as of amendments May 5, 2021)</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 <i>until January 1, 2034</i>.</p>	<p>INTRODUCED: 02/19/2021 LAST AMEND: 05/24/2021 LOCATION: SENATE</p> <p>STATUS: 06/01/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</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: Assembly Local Government Committee HEARING: 06/09/2021 1:30pm</p> <p>STATUS: 05/13/2021 <i>To ASSEMBLY Committee on LOCAL GOVERNMENT.</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: 05/20/2021 LOCATION: ASSEMBLY</p> <p>STATUS: 06/01/2021 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (28-11)</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
SB 623 (Newman – D) Electronic Toll and Transit Fare Collection Systems	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.	INTRODUCED: 02/18/2021 LOCATION: Senate Judiciary Committee STATUS: 04/27/2021 In SENATE Committee on JUDICIARY: Not heard.	SUPPORT Support: TCA, Southern California Association of Governments, Bay Area Toll Authority
► SB 640 (Becker – D) Transportation Financing: Jointly Proposed Projects	Authorizes cities and counties to <i>propose projects to be jointly funded</i> by the cities and counties' apportionments of Local Street and Road funds.	INTRODUCED: 02/19/2021 LAST AMEND: 05/20/2021 LOCATION: Senate Appropriations Committee STATUS: 06/01/2021 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (39-0)</i>	SUPPORT 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

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► SB 790 (Stern – D) <i>Wildlife</i> connectivity mitigation credits	Creates a new compensatory mitigation credit program 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. Prohibits, in each fiscal year, California Department of Fish and Wildlife from providing compensatory mitigation credits for more than 10 new projects, as described above, or for more than 2 of those projects in each region.	INTRODUCED: 02/19/2021 LAST AMEND: 05/20/2021 LOCATION: ASSEMBLY STATUS: 06/01/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (39-0)	Staff Recommends: SUPPORT (partial list) Support: Ventura County Transportation Commission, Planning and Conservation League, Sierra Club, Endangered Habitats League

BILLS BEING MONITORED

CA AB 29 (Cooper), which pertained to public meetings, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 30 (Kalra), which pertained to public meetings, failed to meet fiscal committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 41	AUTHOR:	Wood [D]
	TITLE:	Broadband Infrastructure Deployment
	INTRODUCED:	12/07/2020
	LAST AMEND:	05/24/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	Requires the Broadband Council to define and identify priority areas for broadband deployment within the state and to develop a notification system to coordinate conduit deployment between the Department of Transportation, the Public Utilities Commission, and internet service providers.
	STATUS:	05/25/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Broadband

► AB 43	AUTHOR:	Friedman [D]
	TITLE:	Traffic Safety
	INTRODUCED:	12/07/2020
	LAST AMEND:	03/22/2021
	LOCATION:	Senate Transportation 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:	05/19/2021 To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Planning

CA AB 67 (Petrie-Norris), which pertained to sea level rise, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 72	AUTHOR: Petrie-Norris [D] TITLE: Environmental Protection: Coastal Adaptation Projects INTRODUCED: 12/07/2020 LOCATION: SENATE 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: 05/27/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (78-0) CATEGORY: Environment
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CA AB 95 (Low), which pertained to bereavement leave, failed to meet fiscal 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: 05/03/2021 LOCATION: SENATE 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: 05/03/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (78-0) CATEGORY: Miscellaneous
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► AB 117	AUTHOR: Boerner Horvath [D] TITLE: Air Quality Improvement Program: Electric Bicycles INTRODUCED: 12/18/2020 LAST AMEND: 05/24/2021 LOCATION: Assembly Third Reading File SUMMARY: Specifies projects providing incentives for purchasing electric bicycles as projects eligible for funding under the Air Quality Improvement Program. STATUS: 05/25/2021 In ASSEMBLY. Read second time. To third reading. CATEGORY: Funding
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► AB 123	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Paid Family Leave: Weekly Benefit Amount</p> <p>INTRODUCED: 12/18/2020</p> <p>LOCATION: SENATE</p> <p>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.</p> <p>STATUS: 05/27/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (65-0)</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 237	<p>AUTHOR: Gray [D]</p> <p>TITLE: Public Employment: Unfair Practices: Health Protection</p> <p>INTRODUCED: 01/12/2021</p> <p>LAST AMEND: 03/01/2021</p> <p>LOCATION: Senate Labor, Public Employment and Retirement Committee</p> <p>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.</p> <p>STATUS: 05/27/2021 <i>To SENATE Committees on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT and JUDICIARY.</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► AB 284	<p>AUTHOR: Rivas, R. [D]</p> <p>TITLE: Global Warming Solutions Act of 2006: Climate Goal</p> <p>INTRODUCED: 01/21/2021</p> <p>LAST AMEND: 04/14/2021</p> <p>LOCATION: Assembly Third Reading File</p> <p>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.</p> <p>STATUS: 05/24/2021 <i>In ASSEMBLY. Read second time. To third reading.</i></p> <p>CATEGORY: Environment</p>

▶ AB 302	<p>AUTHOR: Ward [D]</p> <p>TITLE: San Diego Metropolitan Transit Development Board</p> <p>INTRODUCED: 01/25/2021</p> <p>LAST AMEND: 03/15/2021</p> <p>LOCATION: Senate Transportation Committee</p> <p>HEARING: 06/15/2021 9:00am</p> <p>SUMMARY:</p> <p>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.</p> <p>STATUS:</p> <p>05/12/2021 To SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Rail and Transit</p>
▶ AB 343	<p>AUTHOR: Fong [R]</p> <p>TITLE: California Public Records Act Ombudsperson</p> <p>INTRODUCED: 01/28/2021</p> <p>LAST AMEND: 05/24/2021</p> <p>LOCATION: Assembly Third Reading File</p> <p>SUMMARY:</p> <p>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.</p> <p>STATUS:</p> <p>05/25/2021 In ASSEMBLY. Read second time. To third reading.</p> <p>CATEGORY: Rail and Transit</p>
▶ AB 349	<p>AUTHOR: Holden [D]</p> <p>TITLE: Small Businesses: Contracting: Outreach: Underrepresented Groups</p> <p>INTRODUCED: 01/28/2021</p> <p>LAST AMEND: 04/15/2021</p> <p>LOCATION: Assembly Third Reading File</p> <p>SUMMARY:</p> <p>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.</p> <p>STATUS:</p> <p>05/24/2021 In ASSEMBLY. Read second time. To third reading.</p> <p>CATEGORY: Miscellaneous</p>

► AB 361	<p>AUTHOR: Rivas, R. [D] TITLE: Open Meetings: Local Agencies: Teleconferences INTRODUCED: 02/01/2021 LAST AMEND: 05/10/2021 LOCATION: Assembly Local Government Committee SUMMARY: Authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency, <i>provided certain requirements are met.</i> STATUS: 05/17/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (62-4)</i> CATEGORY: Audits, Records, Report, and Litigation</p>
► AB 363	<p>AUTHOR: Medina [D] TITLE: Carl Moyer Air Quality Standards Attainment Program INTRODUCED: 02/01/2021 LAST AMEND: 05/25/2021 LOCATION: Assembly Third Reading File SUMMARY: <i>Requires the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.</i> STATUS: 05/26/2021 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Environment</p>
► AB 371	<p>AUTHOR: Jones-Sawyer [D] TITLE: Shared Mobility Devices: Insurance and Tracking INTRODUCED: 02/01/2021 LAST AMEND: 04/29/2021 LOCATION: Senate Judiciary Committee SUMMARY: Requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille to identify the device for the purpose of 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. STATUS: 05/27/2021 <i>To SENATE Committees on JUDICIARY and INSURANCE.</i> CATEGORY: Miscellaneous</p>

► AB 455	AUTHOR:	Bonta [D]
	TITLE:	Bay Bridge: Transit-Only Traffic Lanes
	INTRODUCED:	02/08/2021
	LAST AMEND:	05/20/2021
	LOCATION:	SENATE
	SUMMARY:	Authorizes the Bay Area Toll Authority, in consultation with the Department of Transportation, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.
	STATUS:	05/27/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (55-15)
	CATEGORY:	Rail and Transit

CA AB 459 (Mathis), which pertained to vehicle registration fees, failed to meet fiscal committee deadlines and is now dead. 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:	05/27/2021
	LOCATION:	Assembly Third Reading File
	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 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.
	STATUS:	05/27/2021 In ASSEMBLY. Assembly Rule 69 suspended.
		05/27/2021 In ASSEMBLY. Read third time and amended. To third reading.
	CATEGORY:	Surplus Land

AB 513	AUTHOR:	Bigelow [R]
	TITLE:	Employment: Telecommuting Employees
	INTRODUCED:	02/09/2021
	LAST AMEND:	03/17/2021
	LOCATION:	Assembly Labor and Employment Committee
	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.
	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.
	CATEGORY:	Employment Terms & Conditions

CA AB 550 (Chiu), which pertained to a Speed Safety System Pilot Program, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 585	AUTHOR:	Rivas [D]
	TITLE:	Climate Change: Extreme Heat and Community Resilience
	INTRODUCED:	02/11/2021
	LAST AMEND:	05/24/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	Establishes the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program <i>through the Integrated Climate Adaptation and Resiliency Program. Requires the Office to coordinate the state's efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects.</i>
	STATUS:	05/25/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Environment

► AB 604	AUTHOR:	Daly [D]
	TITLE:	Road Maintenance and Rehabilitation Account
	INTRODUCED:	02/11/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	Continuously appropriates interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.
	STATUS:	05/24/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Funding

CA AB 629 (Chiu), which pertained to a transit priority network, failed to meet fiscal committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 641	AUTHOR:	Holden [D]
	TITLE:	Transportation Electrification
	INTRODUCED:	02/12/2021
	LAST AMEND:	04/27/2021
	LOCATION:	Assembly Third Reading File
	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.
	STATUS:	05/13/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Miscellaneous

► AB 654	AUTHOR:	Reyes [D]
	TITLE:	COVID-19: Exposure: Notification
	INTRODUCED:	02/12/2021
	LAST AMEND:	05/24/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	<i>Relates to exposure of workers to the risk of infection with COVID-19. Adds the delivery of renewable natural gas to the list of utilities that the division's prohibitions are not allowed to materially interrupt. Deletes a provision regarding entry or use for the sole purpose of eliminating the dangerous condition.</i>
	STATUS:	
	05/25/2021	In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Employment Terms & Conditions

CA AB 660 (Cooper), which pertained to the pull-notice system, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 680	AUTHOR:	Burke [D]
	TITLE:	Greenhouse Gas Reduction Fund: Jobs Plan Act of 2021
	INTRODUCED:	02/12/2021
	LAST AMEND:	05/24/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	<i>Enacts the Jobs Plan 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.</i>
	STATUS:	
	05/25/2021	In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Employment Terms & Conditions

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:	<i>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.</i>
	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 713	AUTHOR:	Garcia, C. [D]
	TITLE:	State Air Resources Board: Greenhouse Gas Emissions
	INTRODUCED:	02/12/2021
	LAST AMEND:	05/24/2021
	LOCATION:	Assembly Third Reading File
	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 outcomes in the scoping plan.
	STATUS:	05/25/2021 In ASSEMBLY. Read second time. To third reading.
	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 Labor, Public Employment and Retirement Committee
	HEARING:	06/07/2021
	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:	05/12/2021 To SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT.
	CATEGORY:	Employment Terms & Conditions

► 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:	05/27/2021
	LOCATION:	Assembly Third Reading File
	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 an eligible vehicle would qualify for additional incentives if the manufacturer demonstrates compliance with certain labor and workforce standards or domestic content standards.
	STATUS:	05/27/2021 In ASSEMBLY. Read third time and amended. To third reading.
	CATEGORY:	Environment

► AB 811	AUTHOR:	Rivas [D]
	TITLE:	LA County Metropolitan Transportation Authority
	INTRODUCED:	02/16/2021
	LAST AMEND:	04/06/2021
	LOCATION:	<i>Assembly Third Reading File</i>
	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:	
	<i>05/04/2021</i>	<i>In ASSEMBLY. Read second time. To third reading.</i>
	CATEGORY:	Public Works

► AB 819	AUTHOR:	Levine [D]
	TITLE:	Environmental Quality Act: Notices and Documents
	INTRODUCED:	02/16/2021
	LAST AMEND:	05/28/2021
	LOCATION:	<i>Senate Environmental Quality Committee</i>
	HEARING:	06/14/2021 9:00am
	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:	
	<i>05/28/2021</i>	<i>From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.</i>
	<i>05/28/2021</i>	<i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i>
	CATEGORY:	Environment

► AB 845	AUTHOR:	Rodriguez [D]
	TITLE:	Disability Retirement: COVID-19: Presumption
	INTRODUCED:	02/17/2021
	LAST AMEND:	03/30/2021
	LOCATION:	<i>Senate Labor, Public Employment and Retirement Committee</i>
	HEARING:	06/07/2021
	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-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:	
	<i>05/19/2021</i>	<i>To SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT.</i>
	CATEGORY:	Employment Terms & Conditions

CA AB 859 (Irwin), which pertained to the mobility devices, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 878 (Dahle), which pertained to the wildlife resources, failed to meet fiscal committee deadlines and is now dead. 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 Third Reading File
	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:	
	05/24/2021	In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Environment

AB 917	AUTHOR:	Bloom [D]
	TITLE:	Vehicles: Video Imaging of Parking Violations
	INTRODUCED:	02/17/2021
	LAST AMEND:	04/27/2021
	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:	
	04/28/2021	In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Rail and Transit

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 specified actions against a nonprofit housing corporation, as defined, may be brought for underlying construction projects using a certified skilled and trained workforce.
	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

CA AB 926 (Mathis), which pertained to the fire prevention, failed to meet fiscal committee deadlines and is now dead. 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:	<i>Assembly Third Reading File</i>
	LAST AMEND:	05/27/2021
	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:	05/27/2021 <i>In ASSEMBLY. Assembly Rule 69 suspended.</i>
		05/27/2021 <i>In ASSEMBLY. Read third time and amended. To third reading.</i>
	CATEGORY:	Surplus Land

► AB 955	AUTHOR:	Quirk [D]
	TITLE:	Highways: Encroachment Permits: Broadband Facilities
	INTRODUCED:	02/17/2021
	LAST AMEND:	05/24/2021
	LOCATION:	<i>Assembly Third Reading File</i>
	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:	05/25/2021 <i>In ASSEMBLY. Read second time. To third reading.</i>
	CATEGORY:	Planning

► AB 984	AUTHOR:	Rivas [D]
	TITLE:	Vehicle Identification and Registration
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/27/2021
	LOCATION:	<i>Assembly Third Reading File</i>
	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:	05/24/2021 <i>In ASSEMBLY. Read second time. To third reading.</i>
	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:	SENATE
	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:	
	05/20/2021	<i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (76-0)</i>
	CATEGORY:	Funding

CA AB 1001 (Garcia), which pertained to the air pollution, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1035	AUTHOR:	Salas [D]
	TITLE:	<i>Department of Transportation and local agencies: streets and highways: recycled materials</i>
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/05/2021
	LOCATION:	SENATE
	SUMMARY:	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.
	STATUS:	
	05/27/2021	<i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (73-0)</i>
	CATEGORY:	Funding

► AB 1037	AUTHOR:	Grayson [D]
	TITLE:	Infrastructure Construction: Digital Construction
	INTRODUCED:	02/18/2021
	LAST AMEND:	05/03/2021
	LOCATION:	SENATE
	SUMMARY:	<i>Requires the Department of General Services to develop guidance, policies, and procedures for the integration and development of digital construction technologies for use on a civil infrastructure project, as defined, that is developed by specified state entities and has a state project cost of greater than a specified amount.</i>
	STATUS:	
	05/27/2021	<i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (75-0)</i>
	CATEGORY:	Funding

► AB 1041	AUTHOR:	Wicks [D]
	TITLE:	Leave Issues
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/22/2021
	LOCATION:	SENATE
	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>
	STATUS:	05/28/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (52-16)</i>
	CATEGORY:	Employment Terms & Conditions

CA AB 1047 (Daly), which pertained to the Road Repair and Accountability Act, failed to meet fiscal committee deadlines and is now dead. 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:	<i>Assembly Inactive File</i>
	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:	05/27/2021 <i>In ASSEMBLY. To Inactive File.</i>
	CATEGORY:	Miscellaneous

► AB 1110	AUTHOR:	Rivas [D]
	TITLE:	Zero-Emission Vehicles: Clean Fleet Program
	INTRODUCED:	02/18/2021
	LAST AMEND:	05/03/2021
	LOCATION:	<i>Assembly Third Reading File</i>
	SUMMARY:	Establishes the California Clean Fleet Accelerator Program, administered by the Governor's Office of Business and Economic Development (GO-Biz)
	STATUS:	05/24/2021 <i>In ASSEMBLY. Read second time. To third reading.</i>
	CATEGORY:	Funding

► AB 1147	AUTHOR:	Friedman [D]
	TITLE:	<i>Active Transportation Program</i>
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/18/2021
	LOCATION:	SENATE
	SUMMARY:	<i>Requires the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.</i>
	STATUS:	05/28/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (55-19)
	CATEGORY:	Planning

► AB 1157	AUTHOR:	Lee [D]
	TITLE:	Controller: Transportation Funds: Distribution
	INTRODUCED:	02/18/2021
	LAST AMEND:	03/15/2021
	LOCATION:	Senate Transportation Committee
	HEARING:	06/15/2021 9:00am
	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:	05/12/2021 To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Funding

CA AB 1179 (Carrillo), which pertained to the employee benefits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1202 (Cervantes), which pertained to emergency services, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA AB 1218 (McCarty), which pertained to the greenhouse gas standards, failed to meet fiscal committee deadlines and is now dead. 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: <i>Assembly Third Reading File</i> 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: 05/24/2021 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Environment
► AB 1260	AUTHOR: Chen [R] TITLE: California Environmental Quality Act: Exemptions INTRODUCED: 02/19/2021 LOCATION: <i>SENATE</i> 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: 05/24/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (66-6)</i> CATEGORY: Environment
► AB 1261	AUTHOR: Burke [D] TITLE: State Air Resources Board: Greenhouse Gas Emissions INTRODUCED: 02/19/2021 LAST AMEND: 05/24/2021 LOCATION: <i>Assembly Third Reading File</i> SUMMARY: <i>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.</i> STATUS: 05/25/2021 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Environment
► AB 1291	AUTHOR: Frazier [D] TITLE: State Bodies: Open Meetings INTRODUCED: 02/19/2021 LOCATION: <i>Senate Governmental Organization Committee</i> HEARING: 06/08/2021 9:00am 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: 05/12/2021 <i>To SENATE Committee on GOVERNMENTAL ORGANIZATION.</i> 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
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► AB 1337	AUTHOR: Lee [D] TITLE: Transportation: Transit District Policing INTRODUCED: 02/19/2021 LAST AMEND: 04/07/2021 LOCATION: SENATE 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: 05/24/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (62-0)</i> CATEGORY: Rail and Transit
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► AB 1384	AUTHOR: Gabriel [D] TITLE: Resiliency Through Adaptation, Economic Vitality INTRODUCED: 02/19/2021 LOCATION: SENATE 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: 05/28/2021 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (56-14)</i> CATEGORY: Environment
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► AB 1389	AUTHOR:	Reyes [D]
	TITLE:	Alternative and Renewable Fuel and Vehicle Technology
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/12/2021
	LOCATION:	SENATE
	SUMMARY:	Revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to projects that meet certain other criteria, including to a project that has the ability to support vehicle deployment and advanced vehicle infrastructure needed to meet specified climate goals.
	STATUS:	05/27/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (58-12)
	CATEGORY:	Funding

► AB 1395	AUTHOR:	Muratsuchi [D]
	TITLE:	Greenhouse Gases: Carbon Neutrality
	INTRODUCED:	02/19/2021
	LAST AMEND:	05/04/2021
	LOCATION:	Assembly Third Reading File
	SUMMARY:	Declares the policy of the state to achieve carbon neutrality as soon as possible, but no later than a specified date, and to achieve and maintain net negative greenhouse gas emissions thereafter.
	STATUS:	05/24/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Environment

► AB 1401	AUTHOR:	Friedman [D]
	TITLE:	Residential And Commercial Development: Parking
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/19/2021
	LOCATION:	Assembly Third Reading File
	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:	05/20/2021 In ASSEMBLY. Read second time. To third reading.
	CATEGORY:	Planning

CA AB 1447 (Cooley), which pertained to rural infrastructure, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 1453 (Muratsuchi), which pertained to environmental justice, failed to meet fiscal committee deadlines and is now dead. 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:	SENATE
	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, 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.
	STATUS:	05/13/2021 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (72-4)
	CATEGORY:	Miscellaneous

ACA 1	AUTHOR:	Aguiar-Curry [D]
	TITLE:	Local Government Financing: Affordable Housing
	INTRODUCED:	12/07/2020
	LOCATION:	Assembly Local Government Committee
	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 To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS.
	CATEGORY:	Miscellaneous

ACA 5	AUTHOR:	Voepel [D]
	TITLE:	Motor Vehicles: Fuel Taxes, Sales and Use Taxes
	INTRODUCED:	02/19/2021
	LOCATION:	Assembly Transportation Committee
	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 To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY:	Funding

► SB 10	<p>AUTHOR: Wiener [D]</p> <p>TITLE: Planning and Zoning: Housing Development: Density</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 05/26/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: Authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, <i>if the parcel is located in a transit-rich area, or an urban infill site, as those terms are defined.</i></p> <p>STATUS: 05/27/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Housing</p>
► SB 17	<p>AUTHOR: Pan [D]</p> <p>TITLE: Office Of Racial Equity</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 05/20/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: Establishes in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, that shall be governed by a Racial Equity Advisory and Accountability Council. Requires the Governor to direct the Secretary of each state agency to adopt and implement the Racial Equity Framework through each agencies' Racial Equity Action Plan, which would be adopted by each state agency and integrated into the agency's strategic plan.</p> <p>STATUS: 05/24/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Miscellaneous</p>
► SB 44	<p>AUTHOR: Allen [D]</p> <p>TITLE: California Environmental Quality Act: Judicial Review</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 04/27/2021</p> <p>LOCATION: ASSEMBLY</p> <p>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.</p> <p>STATUS: 05/26/2021 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (37-0).</i></p> <p>CATEGORY: Environment</p>

► SB 66	<p>AUTHOR: Allen [D]</p> <p>TITLE: California Council on the Future of Transportation</p> <p>INTRODUCED: 12/07/2020</p> <p>LAST AMEND: 04/28/2021</p> <p>LOCATION: <i>Senate Special Consent Calendar</i></p> <p>SUMMARY: Requires the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. Develops an internet website and post on that site information.</p> <p>STATUS: <i>05/24/2021 In SENATE. To Special Consent Calendar.</i></p> <p>CATEGORY: Miscellaneous</p>
► SB 83	<p>AUTHOR: Allen [D]</p> <p>TITLE: California Infrastructure and Economic Development Bank</p> <p>INTRODUCED: 12/15/2020</p> <p>LAST AMEND: 05/20/2021</p> <p>LOCATION: <i>ASSEMBLY</i></p> <p>SUMMARY: 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.</p> <p>STATUS: <i>05/28/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (35-2)</i></p> <p>CATEGORY: Funding</p>
► SB 214	<p>AUTHOR: Bates [R]</p> <p>TITLE: Neighborhood Electric Vehicles: County of Orange</p> <p>INTRODUCED: 01/12/2021</p> <p>LOCATION: <i>Assembly Transportation Committee</i></p> <p>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.</p> <p>STATUS: <i>05/20/2021 To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p>CATEGORY: Planning</p>

► SB 216	<p>AUTHOR: Dodd [D]</p> <p>TITLE: Contractors: Workers' Compensation Insurance: Coverage</p> <p>INTRODUCED: 01/12/2021</p> <p>LAST AMEND: 03/15/2021</p> <p>LOCATION: <i>Senate Inactive File</i></p> <p>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.</p> <p>STATUS: <i>05/26/2021 In SENATE. From third reading. To Inactive File..</i></p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 231	<p>AUTHOR: McGuire [D]</p> <p>TITLE: Department of Transportation: Transfer of Property</p> <p>INTRODUCED: 01/19/2021</p> <p>LAST AMEND: 05/26/2021</p> <p>LOCATION: <i>Senate Third Reading File</i></p> <p>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.</p> <p>STATUS: <i>05/27/2021 In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Miscellaneous</p>
► SB 266	<p>AUTHOR: Newman [D]</p> <p>TITLE: State Park System: Chino Hills State Park: Expansion</p> <p>INTRODUCED: 01/28/2021</p> <p>LAST AMEND: 04/22/2021</p> <p>LOCATION: <i>Assembly Water, Parks and Wildlife Committee</i></p> <p>SUMMARY: Requires the Department of Parks and Recreations 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. Requires the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.</p> <p>STATUS: <i>05/28/2021 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.</i></p> <p>CATEGORY: Miscellaneous</p>

► SB 270	<p>AUTHOR: Durazo [D]</p> <p>TITLE: Public Employment: Labor Relations: Employee Data</p> <p>INTRODUCED: 01/28/2021</p> <p>LAST AMEND: 04/15/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>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.</p> <p>STATUS: 05/20/2021 From SENATE Committee on APPROPRIATIONS: Do pass. (5-2 05/20/2021 In SENATE. Read second time. To third reading.</p> <p>CATEGORY: Employment Terms & Conditions</p>
► SB 336	<p>AUTHOR: Ochoa Bogh [R]</p> <p>TITLE: Public Health: COVID-19</p> <p>INTRODUCED: 02/08/2021</p> <p>LAST AMEND: 05/03/2021</p> <p>LOCATION: Senate Special Consent Calendar</p> <p>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.</p> <p>STATUS: 05/24/2021 In SENATE. To Special Consent Calendar.</p> <p>CATEGORY: Emergency Response Services</p>
► SB 342	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: South Coast Air Quality Management District</p> <p>INTRODUCED: 02/09/2021</p> <p>LAST AMEND: 05/26/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>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. <i>Authorizes the district board to create a Labor Advisory Panel to provide feedback.</i></p> <p>STATUS: 05/27/2021 In SENATE. Read second time. To third reading</p> <p>CATEGORY: Miscellaneous</p>

► SB 372	<p>AUTHOR: Leyva [D]</p> <p>TITLE: Medium- and Heavy-Duty Fleet Purchasing Program</p> <p>INTRODUCED: 02/10/2021</p> <p>LAST AMEND: 05/20/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>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.</p> <p>STATUS: 05/24/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Funding</p>
► SB 378	<p>AUTHOR: Gonzalez [D]</p> <p>TITLE: Local Government: Broadband Infrastructure Development</p> <p>INTRODUCED: 02/10/2021</p> <p>LAST AMEND: 05/04/2021</p> <p>LOCATION: Assembly Local Government Committee</p> <p>HEARING: 06/09/2021</p> <p>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.</p> <p>STATUS: 05/04/2021 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and COMMUNICATIONS AND CONVEYANCE.</i></p> <p>CATEGORY: Broadband</p>
► SB 459	<p>AUTHOR: Allen [D]</p> <p>TITLE: Political Reform Act of 1974: Lobbying</p> <p>INTRODUCED: 02/16/2021</p> <p>LAST AMEND: 04/28/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: Requires lobbyists, lobbying firms, and lobbyist employers to include information in the periodic reports that identifies each bill or administrative action subject to lobbying activity, and the respective position advocated for, during that period.</p> <p>STATUS: 05/20/2021 <i>From SENATE Committee on APPROPRIATIONS: Do pass. (5-1)</i> 05/20/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Miscellaneous</p>

SB 471	<p>AUTHOR: Hueso [D] TITLE: The Racial and Economic Equity Grant Program INTRODUCED: 02/17/2021 LAST AMEND: 04/21/2021 LOCATION: Senate Business, Professions & Economic Development Committee</p> <p>SUMMARY: 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.</p> <p>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.</p> <p>CATEGORY: Miscellaneous</p>
► SB 500	<p>AUTHOR: Min [D] TITLE: Autonomous Vehicles: Zero Emissions INTRODUCED: 02/17/2021 LAST AMEND: 05/25/2021 LOCATION: Senate Third Reading File</p> <p>SUMMARY: 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..</p> <p>STATUS: 05/25/2021 <i>In SENATE. Read second time and amended. To third reading.</i></p> <p>CATEGORY: Environment</p>
► SB 542	<p>AUTHOR: Limon [D] TITLE: Vehicle License Fees for Zero-emission Vehicles: Sales INTRODUCED: 02/18/2021 LAST AMEND: 05/25/2021 LOCATION: Senate Third Reading File</p> <p>SUMMARY: Provides an exemption from certain taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. Defines qualified motor vehicle as a specified zero-emission truck. Provides that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p> <p>STATUS: 05/25/2021 <i>In SENATE. Read second time and amended. To third reading.</i></p> <p>CATEGORY: Funding</p>

► 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 Transportation Committee
	SUMMARY:	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.
	STATUS:	05/13/2021 To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY:	Rail and Transit

► SB 551	AUTHOR:	Stern [D]
	TITLE:	California Electric Vehicle Authority
	INTRODUCED:	02/18/2021
	LAST AMEND:	05/20/2021
	LOCATION:	ASSEMBLY
	SUMMARY:	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.
	STATUS:	05/28/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (31-6)
	CATEGORY:	Planning

CA SB 563 (Allen), which pertained to infrastructure financing, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 580	AUTHOR:	Hueso [D]
	TITLE:	Department of Transportation: Highways and Roads
	INTRODUCED:	02/18/2021
	LAST AMEND:	05/20/2021
	LOCATION:	Senate Inactive File
	SUMMARY:	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.
	STATUS:	05/26/2021 In SENATE. From third reading. To Inactive File.
	CATEGORY:	Environment

<p>► SB 582</p>	<p>AUTHOR: Stern [D] TITLE: Climate Emergency Mitigation, Safe Restoration INTRODUCED: 02/18/2021 LAST AMEND: 05/20/2021 LOCATION: Senate Third Reading File SUMMARY: Requires the Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least a certain percentage and up to a certain percentage below the 1990 level by a specified year. <i>Adopts a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible, and to restore community health and reverse the impacts from the damage and injustice climate change is causing.</i> STATUS: 05/24/2021 In SENATE. Read second time. To third reading. CATEGORY: Environment</p>
<p>► SB 589</p>	<p>AUTHOR: Hueso [D] TITLE: Air Pollution: Alternative Vehicles and Infrastructure INTRODUCED: 02/18/2021 LAST AMEND: 05/04/2021 LOCATION: Senate Special Consent Calendar 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. STATUS: 05/24/2021 In SENATE. To Special Consent Calendar. CATEGORY: Environment</p>
<p>► SB 596</p>	<p>AUTHOR: Becker [D] TITLE: Greenhouse Gases: Cement and Concrete Production INTRODUCED: 02/18/2021 LAST AMEND: 3/04/2021 LOCATION: Assembly Natural Resources Committee 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. STATUS: 05/28/2021 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment</p>

► SB 598	AUTHOR:	Pan [D]
	TITLE:	Sacramento Regional Transit District: Employee Relation
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/12/2021
	LOCATION:	Senate Appropriations Committee
	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.
	STATUS:	05/20/2021 From SENATE Committee on APPROPRIATIONS: Do pass. (5-2) 05/20/2021 In SENATE. Read second time. To third reading.
	CATEGORY:	Employment Terms & Conditions

CA SB 604 (Allen), which pertained to conservancies, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 606	AUTHOR:	Gonzalez [D]
	TITLE:	Workplace Safety Violations: Employer Retaliation
	INTRODUCED:	02/18/2021
	LAST AMEND:	05/20/2021
	LOCATION:	Senate Third Reading File
	SUMMARY:	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.
	STATUS:	05/24/2021 In SENATE. Read second time. To third reading.
	CATEGORY:	Employment Terms & Conditions

► SB 624	AUTHOR:	Hueso [D]
	TITLE:	Environmental Equity and Outdoor Access Act
	INTRODUCED:	02/18/2021
	LAST AMEND:	04/19/2021
	LOCATION:	Assembly Water, Parks and Wildlife Committee
	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.
	STATUS:	05/28/2021 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.
	CATEGORY:	Environment

CA SB 635 (Gonzalez), which pertained to cleanup activities, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 643	AUTHOR:	Archuleta [D]
	TITLE:	Fuel Cell Electric Vehicle Fueling Infrastructure
	INTRODUCED:	02/19/2021
	LAST AMEND:	05/20/2021
	LOCATION:	Senate Third Reading File
	SUMMARY:	Requires the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission 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.
	STATUS:	05/24/2021 In SENATE. Read second time. To third reading.
	CATEGORY:	Planning

CA SB 662 (Archuleta), which pertained to hydrogen, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 671	AUTHOR:	Gonzalez [D]
	TITLE:	Clean Freight Corridor Efficiency Program
	INTRODUCED:	02/19/2021
	LAST AMEND:	04/28/2021
	LOCATION:	ASSEMBLY
	SUMMARY:	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.
	STATUS:	05/26/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (40-0)
	CATEGORY:	Planning

► SB 674	AUTHOR: Durazo [D] TITLE: Public Contracts: Workforce Development INTRODUCED: 02/19/2021 LAST AMEND: 05/20/2021 LOCATION: Senate Third Reading File SUMMARY: <i>Requires the Labor and Workforce Development Agency 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.</i> STATUS: 05/24/2021 In SENATE. Read second time. To third reading. CATEGORY: Public Works
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 Third Reading File 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: 05/20/2021 From SENATE Committee on APPROPRIATIONS: Do pass. (5-2) 05/20/2021 In SENATE. Read second time. To third reading. CATEGORY: Environment
CA SB 760 (Bates), which pertained to State Route 241, failed to meet policy committee deadlines and is now a two-year bill. Therefore, the bill has been removed from the matrix.	

► SB 771	<p>AUTHOR: Becker [D]</p> <p>TITLE: Sales And Use Tax Law: Zero Emissions Vehicle Exemption</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 05/11/2021</p> <p>LOCATION: ASSEMBLY</p> <p>SUMMARY: <i>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 a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. Provides that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into certain local funds.</i></p> <p>STATUS: 05/26/2021 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (34-4)</i></p> <p>CATEGORY: Funding</p>
► SB 791	<p>AUTHOR: Cortese [D]</p> <p>TITLE: Surplus Land Unit</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 05/20/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: 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.</p> <p>STATUS: 05/24/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Surplus Land</p>
► SB 792	<p>AUTHOR: Glazer [D]</p> <p>TITLE: Sales and Use Tax: Retailers: Reporting</p> <p>INTRODUCED: 02/19/2021</p> <p>LAST AMEND: 05/20/2021</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: <i>Requires a qualified retailer whose annual qualified sales of tangible personal property transacted online exceeded a certain dollar amount for the previous calendar year to include with each tax return a schedule that reports for each local jurisdiction the gross receipts from the qualified sale of tangible personal property shipped or delivered to a purchaser in that jurisdiction.</i></p> <p>STATUS: 05/24/2021 <i>In SENATE. Read second time. To third reading.</i></p> <p>CATEGORY: Funding</p>

SCA 4	<p>AUTHOR: Wilk [R]</p> <p>TITLE: Legislature: 2-year Budget</p> <p>INTRODUCED: 02/17/2021</p> <p>LOCATION: Senate Budget & Fiscal Review Committee</p> <p>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.</p> <p>STATUS: 04/07/2021 To SENATE Committees on BUDGET AND FISCAL REVIEW and APPROPRIATIONS.</p> <p>CATEGORY: Funding</p>
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June 17, 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. Updates are provided on efforts to reauthorize federal surface transportation programs, negotiations on the President's infrastructure plan, and the nominee to lead the Federal Transit Administration. Details are also provided on three transportation-related hearings that continue to inform an everchanging policy environment in our nation's capital.

Recommendation

Receive and file as an information item.

Discussion

Surface Transportation Reauthorization in the Senate

On May 26, 2021, the Senate Environment and Public Works Committee held a markup to consider its portion of a surface transportation reauthorization bill, notably the provisions governing federal highway programs. The bill, otherwise known as the Surface Transportation Reauthorization Act of 2021, is substantially similar to the version drafted and considered by the same committee in 2019.

The last surface transportation bill, the Fixing America's Surface Transportation (FAST) Act, was extended for one year, but without another authorization bill or extension, surface transportation programs are set to expire on September 30, 2021. While much of the attention has been on the President's infrastructure plan, this bill marks the first steps in this Congress to deliberate on

a comprehensive surface transportation bill, and these efforts will only become more important as the September deadline approaches.

The Senate's Surface Transportation Reauthorization Act of 2021 would authorize \$303.5 billion over five years for highway programs. By comparison, the FAST Act authorized \$305 billion for all federal transportation programs over a similar timeframe. This bill would reauthorize and increase funding capacity for existing federal highway programs, notably the Surface Transportation Block Grant and the Congestion Mitigation and Air Quality Improvement Program, two significant funding programs that allocate funding to the Orange County Transportation Authority (OCTA). While the bill makes minor changes, it does not significantly alter the structure of highway programs. Similar to the version marked up in 2019, this version contains the following provisions of note:

- Changes to the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program that OCTA has been actively engaged in developing over the last few years. These reforms were based on legislation introduced last Congress, S. 353 (Cornyn, R-TX), supported by OCTA, as well as other recommendations that OCTA made to Congressional staff. Of note, the bill would remove from future TIFIA loans the requirement that public agencies prepay certain secured loans, eliminating a burdensome obligation that undermines the value provided by the TIFIA program.
- The codification of the "One Federal Decision" policy that streamlines various federal environmental and project reviews so that project sponsors can be issued a single environmental decision within two years, a concept OCTA has also historically supported.
- The continuance of a dedicated climate title that would provide \$4.9 billion over five years in grants aimed at protecting roads and bridges from natural disasters, including over \$1 billion for alternative fuel infrastructure. Staff continues to monitor this funding, and related proposals, to ensure they benefit transportation investments.

Aside from minor drafting changes, the one substantial policy change from the version marked up last Congress is the addition of a pilot program aimed at addressing inequities resulting from transportation investments. The Reconnecting Communities Pilot program would provide \$350 million in planning and construction funds for projects that remove, retrofit, or mitigate the impacts of existing transportation facilities creating barriers to community connectivity, including barriers to mobility, access, or economic development. This pilot program, developed in coordination with Senator Alex Padilla (D-CA), illustrates a willingness by some in Congress to utilize transportation funding to achieve these goals.

The Senate's highway proposal passed by a unanimous 20 to 0 vote. As of the writing of this report, the Senate Commerce, Science, and Technology Committee was reportedly preparing to host a markup of the rail title on June 16, 2021, although there was not timetable for when the Banking, Housing, and Urban Affairs Committee might markup a transit title. In addition, the Senate Finance Committee could take up the bill, if it so chooses, to consider how to pay for surface transportation investments. With surface transportation programs set to expire on September 30, 2021, Congress must either pass a reauthorization bill or another extension to prevent an interruption in federal transportation funding. The prospects for any reauthorization discussion depend on both what happens in the House and how Congress proceeds on the President's infrastructure proposal, both of which are discussed below.

Surface Transportation Reauthorization in the House

On June 9, 2021, the House Transportation and Infrastructure Committee held a protracted markup on its version of a reauthorization and infrastructure proposal, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. After 17 hours of vigorous debate to dispense with more than 200 proposed amendments, the bill passed out of committee by a vote of 38 to 26, with House leaders promising a floor vote before the July 4 recess.

Similar to the Senate's Surface Transportation Reauthorization Act of 2021, the INVEST in America Act is substantially similar to the House's reauthorization proposal of the same name that passed the House last Congress. This year's version of the INVEST in America Act would authorize \$547 billion for surface transportation programs, which is \$242 billion over the levels authorized by the FAST Act. The House bill would authorize \$343 billion for highways, bridges, and safety programs. As such, the House's highway title is approximately \$40 billion above the Senate highway proposal, although both the House and Senate are proposing more in highway spending than the FAST Act provided in overall funding authorization. Similar to the Senate proposal, the House bill would establish a new discretionary grant program to provide \$3 billion to remediate economically-disadvantaged and underserved communities through a focus on inclusive economic development. OCTA staff continues to analyze INVEST in America Act to determine how the House language could affect federal formula programs, tolling policy, and the transportation planning process, among the many differences between the House and Senate versions of the highway title.

The House's INVEST in America Act would also authorize \$109 billion on transit and \$95 billion on rail over five years, compared to just \$61 billion and \$10 billion, respectively, authorized by the FAST Act. As noted above, the relevant Senate committees had not yet released their rail and transit titles as of the writing of

this staff report, making it difficult to conduct a more detailed comparison of the ways in which the House and Senate reauthorization proposals might affect OCTA. Staff will continue to closely monitor the development of any reauthorization proposals, specifically how the Senate language compares to the House's INVEST in America Act, in order to more comprehensively analyze and advocate for the types of policies that will most effectively benefit OCTA's operations and mobility in Orange County.

Update on the President's Infrastructure Plan

Leaders from both parties continue to refine their proposals amid ongoing negotiations to develop an infrastructure investment plan. The President reduced the cost of his proposal focused on physical infrastructure, known as the American Jobs Plan, to \$1.7 trillion, down from \$2.3 trillion. Congressional Republicans also increased their proposal to \$928 billion, approximately \$360 billion above their initial proposal. This counterproposal remains focused largely on physical infrastructure investments directed to existing formula and proven discretionary transportation programs. Aside from the two sides remaining hundreds of billions of dollars apart, significant questions remain about whether infrastructure spending would be in addition to or part of reauthorization efforts, the timeframe for these investments, how to pay for the spending increases, and how funding could be used to address other policy priorities, notably climate change and equity.

Nomination Update

On May 11, 2021, the Senate Banking, Housing, and Urban Affairs Committee held a hearing to consider the nomination of Ms. Nuria Fernandez to officially serve as Federal Transit Administrator. Ms. Fernandez, who was appointed to the Deputy Administrator position earlier this year and currently serves as the Acting Administrator, displayed her extensive knowledge of transit policy in fielding questions about zero-emission bus technology, post-pandemic funding stability, assaults on transit personnel, and the Administration's efforts to better coordinate housing and transportation investments. Previous to her nomination, Acting Administrator Fernandez served for seven years as the Chief Executive Officer and General Manager of the Santa Clara Valley Transportation Authority. On May 19, 2021, Acting Administrator Fernandez's nomination was reported out of committee by a voice vote, where it now awaits Senate floor action.

The President's nominees to lead the other modal agencies, the Federal Highways Administration and the Federal Railroad Administration, have not yet been considered in the relevant committees. Staff will continue to monitor all these nominations and provide updates as warranted.

Transportation Hearings

On May 11, 2021, the Senate Environment and Public Works Committee's Subcommittee on Transportation and Infrastructure held a hearing entitled, "Equity in Transportation Infrastructure: Connecting Communities, Removing Barriers, and Repairing Networks Across America." Senators and witnesses explored how transportation investments have sometimes led to inequitable outcomes in certain communities and what Congress might do to address equity through transportation funding and policy decisions. California Department of Transportation (Caltrans) Director Toms Omishakin was one of the witnesses, testifying about how Caltrans is ensuring that transportation policies benefit all communities equally. Director Omishakin noted that Caltrans has expressed a commitment to expanding mobility options through investments in transit and passenger rail service as well as active transportation facilities. In fielding questions, Director Omishakin noted that California has been competitive in discretionary grant programs, and in an exchange with Senator Padilla, Director Omishakin voiced his support for a robust disadvantaged business enterprise program. While specific policy solutions were not explored in detail at the hearing, the conversations did inform the drafting of the surface transportation reauthorization legislation, discussed above, that includes a pilot program aimed at addressing historic inequities in transportation investments.

On May 18, 2021, the Senate Finance Committee held a hearing entitled, "Funding and Financing Options to Bolster American Infrastructure." Senators and witnesses discussed the long-term transportation funding future, including ways to address the solvency of the highway trust fund (HTF). The Congressional Budget Office (CBO) testified to the efficacy of various proposals aimed at addressing the HTF's structural revenue deficit. According to the CBO, a fee on electric vehicles would only raise about \$200 million per year, whereas a vehicle miles traveled fee on large trucks would raise \$2.6 billion per year for every cent assessed via such a fee. There was bipartisan agreement that a five-cent per mile fee on large trucks would raise significant revenue, approximately \$13 billion per year according to the CBO. This amount of revenue would almost cover the structural revenue deficit facing the HTF while also respecting the user fee approach traditionally taken with federal transportation programs, although there were no witnesses from the trucking industry present at the hearing to speak to the cost borne by the trucking industry on such a proposal. There was also a discussion about repurposing stimulus funds from the most recent economic relief package, specifically those directed to state and local governments. Multiple witnesses spoke about the plans that states and localities have for such funds, and ultimately, there was no consensus on that issue.

Senators and witnesses also discussed the importance of bonding mechanisms, such as tax-exempt and tax-credit bonds. There was broad support for bonding

flexibilities, such as private activity bonds and other tax-credit bonds, that could be used to leverage additional private sector investment in infrastructure improvements without burdening the already sizable federal budget deficit. One policy of interest to OCTA was the consensus opinion that the tax exemption for advance refunding bonds should be restored. This tax exemption was repealed as part of the 2017 tax reform legislation, and OCTA has supported efforts to reinstate this exemption. Witnesses specifically noted how this tax exemption allows localities to have the financial flexibility and certainty in planning long-term transportation investments. While there is support for this tax exemption, it is unclear how it fits into the already complicated discussion on paying for a large infrastructure investment at a time of historic budget deficits. That said, staff will continue to monitor these discussions and provide updates as necessary.

On May 20, 2021, the Senate Banking, Housing, and Urban Affairs Committee held a hearing entitled, “21st Century Communities: Expanding Opportunity Through Infrastructure Investments.” Transportation Secretary Pete Buttigieg testified alongside Housing and Urban Development Secretary Marcia L. Fudge to discuss the Administration’s efforts to coordinate housing and transportation policies. While specific federal funding or policy proposals were not discussed in detail, Secretary Buttigieg noted the Administration’s support for an infrastructure investment that could both address a \$1 trillion maintenance backlog while also transforming communities across the country. In urging Congress to pass the President’s American Jobs Plan, Secretary Buttigieg fielded questions about how to pay for such a large investment. In one exchange, Secretary Buttigieg argued against repurposing emergency transit funding provided in the three recent stimulus bills, emphasizing that transit agencies have plans to spend that funding. The Secretary also made clear that only one of those bills included an obligation deadline, and even then, it was three years from the date of enactment, which would make it unfair for Congress to repurpose this funding only a few months after the legislation was signed into law. Secretary Buttigieg also noted that, conceptually, the Administration views the infrastructure investments proposed in the American Jobs Plan as a separate discussion from annual transportation funding provided in a surface transportation authorization bill, although he did not provide additional details on the Administration’s viewpoint on this incredibly important issue.

Summary

Updates are provided on surface transportation reauthorization legislation as well as the President's infrastructure plan and relevant transportation nominations. Congressional transportation hearings are summarized referencing various policy decisions underway in Washington, D.C.

Attachments

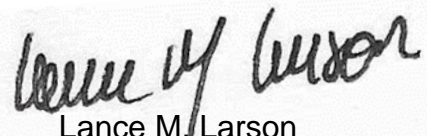
- A. Potomac Partners DC, Monthly Legislative Report – May 2021

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Monthly Legislative Report – May 2021

May Advocacy Meetings

Congressman Pete Aguilar (D-CA) – We facilitated a virtual meeting with Congressman Aguilar and his staff to discuss FY22 appropriations and the timeline for Committee Markups. On a separate call later in the month, we discussed support for a long-term surface transportation reauthorization bill with multi-year funding and policies aimed at expediting project delivery. We also discussed support for additional emergency COVID-19 funding, support for nationally significant passenger rail and goods movement corridors, and policies and funding that support zero-emission transportation solutions.

Senator Dianne Feinstein (D-CA) – We facilitated a call with Senator Feinstein and her staff to discuss support for a long-term surface transportation reauthorization bill and robust funding for transit. We discussed support for equitable formula funding. We also discussed the timeline for FY22 appropriations in the Senate. We also submitted two requests for Congressionally Directed Spending (CDS, called CPF in the House): (1) the West Santa Ana Branch High-Capacity Transit Study and (2) the Transit Security and Operations Center.

Congressman Jimmy Gomez (D-CA) – We facilitated a virtual meeting with the Congressman and his staff to discuss support for a long-term surface transportation reauthorization bill with multi-year federal funding. We discussed support for transit funding, long term solvency of the Highway Trust Fund (HTF), and other initiatives that advance equity in transportation.

Congressman Lou Correa (D-CA) – We facilitated a virtual meeting with Congressman Correa and his staff to discuss support for a long-term surface transportation reauthorization and long-term solvency of the Highway Trust Fund. We discussed support for emergency funding tied to the COVID-19 pandemic to augment CARES Act relief aimed at supporting ongoing projects and transit operations. We separately followed-up on our FY22 funding requests we submitted through the Community Project Funding (CPF) process.

Congressman Mike Levin (D-CA) – We facilitated a virtual meeting with Congressman Levin and spoke on the phone several times to discuss support for a long-term surface transportation reauthorization and specific project requests. We discussed support for emergency funding tied to the COVID-19 pandemic to augment CARES Act funding for local governments. We also discussed support for transit funding, and other initiatives that advance equity and inclusion in transportation.

Congresswoman Linda Sanchez (D-CA) – We facilitated a virtual meeting with Congresswoman Sanchez and her staff to discuss support for a long-term surface

transportation reauthorization bill and ways to ensure the long-term solvency of the Highway Trust Fund. We also discussed support for additional emergency COVID-19 funding, support for nationally significant passenger rail and goods movement corridors, and funding, legislation, and policies that advance equity and inclusion in transportation.

Congresswoman Grace Napolitano (D-CA) – We facilitated a virtual meeting with Congresswoman Napolitano’s staff this month to discuss support for a long-term surface transportation reauthorization bill. We also discussed support for additional emergency COVID-19 funding, and support for nationally significant passenger rail and goods movement corridors. We also discussed the President’s proposed budget and the likelihood of a full infrastructure proposal by August.

Congresswoman Julia Brownley (D-CA) – We facilitated a virtual meeting with Congresswoman Brownley’s staff this month to discuss support for a long-term surface transportation reauthorization bill. We also discussed support for additional emergency COVID-19 funding, and support for additional transit funding.

Congresswoman Young Kim (R-CA) – We followed-up with Congresswoman Kim to discuss local OCTA projects and support for a long-term surface transportation reauthorization bill with multi-year direct federal funding. We also discussed support for emergency funding tied to the COVID-19 pandemic.

Congressman Alan Lowenthal (D-CA) – We followed-up with Congressman Lowenthal and his staff to discuss the timing for the House Transportation and Infrastructure Committee markup of the Surface Transportation Reauthorization.

Congresswoman Katie Porter (D-CA) – We followed-up with Congresswoman Porter’s senior staff to discuss support for long-term surface transportation reauthorization bill with new multi-year direct federal funding. We also discussed support for additional funding to support recovery from the pandemic.

Congresswoman Michelle Steel (R-CA) – We have been in communication with Congresswoman Steel’s senior staff to discuss the Surface Transportation Reauthorization process and support for a longer reauthorization.

Senator Alex Padilla (D-CA) – We have been in close contact with Senator Padilla’s senior transportation staff to discuss the FY22 appropriations process and the surface transportation reauthorization draft and markup in the Senate Environment and Public Works Committee. We also submitted two requests for Congressionally Directed Spending (CDS): (1) the West Santa Ana Branch High-Capacity Transit Study and (2) the Transit Security and Operations Center.

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 discuss the process for submitting successful CPF

requests, and the timeline for requests submitted by Members. We also discussed the markup timeline and the process for CPF requests during markup.

House Transportation and Infrastructure Committee – We have been in communication with Chairman DeFazio and his senior staff to discuss Member Designated Projects and their consideration during the upcoming markup scheduled for the second week of June. We discussed the timeline for additional Committee hearings on the infrastructure bill, and new opportunities for funding in that larger bill. With Minority staff, we discussed last year's tolling provisions included in the House Democrat's 2020 Invest Act.

Senate Banking, Housing, and Urban Affairs Committee – We spoke with professional staff to discuss progress on the Surface Transportation Reauthorization. We discussed the outlook for a Senate Banking draft in the coming weeks. We also discussed opportunities to submit stakeholder input to include additional funding for zero-emission buses.

Senate Commerce, Science, and Transportation Committee – We continue to be in close contact with professional staff on the Senate Commerce Committee to discuss the surface transportation reauthorization and the timeline for their markup.

President's Budget Request

On Friday, May 28th, the Office of Management and Budget (OMB) released the full President's budget for Fiscal Year 2022 (FY22). The full budget, which has no statutory authority, is used each year as a starting point for Congressional Appropriators. An outline of the Department of Transportation (DOT) budget request is included below:

Department of Transportation

- \$88 billion for overall funding in FY22.
- \$47.1 billion – Federal-aid Highway Program.
- \$2.7 billion – Highway Safety Improvement Program.
- \$24.2 billion – National Highway Performance Program.
- \$12.1 billion – Surface Transportation Block Grant Program.
- \$2.5 billion – Congestion Mitigation and Air Quality Improvement Program.
- \$1.5 billion – National Highway Freight Program.
- \$1 billion – Nationally Significant Freight and Highway Projects Program.
- \$13.5 billion – Federal Transit Administration
 - \$2.5 billion – Capital Investment Grants (CIG), \$459 above FY21 enacted.
 - \$550 million – Transit Infrastructure Grants, of which \$250 million will be set-aside for the Zero Emission Bus Program.
- \$2.7 billion – Amtrak, a 35% percent increase compared to FY21 enacted.
- \$18.5 billion – Federal Aviation Administration (FAA)
- \$1 billion for BUILD grants, no change compared to FY21.

- \$625 million – *New* passenger rail competitive grant program to promote “competitive, low-carbon options for intercity travel.”
- \$375 million – Freight and passenger rail network safety and resiliency, no change compared to FY21.
- \$110 million through grants and technical assistance to communities to improve transportation equity.

House Democrats on both the Appropriations and Budget Committees have echoed their support for the top-line funding numbers included in the President’s Budget.

Surface Transportation Reauthorization Updates

On May 26th, the Senate EPW Committee held a markup of the Surface Transportation Reauthorization Act of 2021 (STRA). The full text of the Surface Transportation Reauthorization Act can be found [HERE](#). Additional materials include a [section-by-section](#) and tables for [apportionments](#) and [authorizations](#). Chairman Carper (D-DE) applauded the bipartisan process on their Senate EPW Committee, stating that the bill provides \$303.5 billion over 5 years, a 34% increase above FAST Act levels. Senator Carper noted that the bill makes significant investments in reducing transportation emissions, improving safety, and addressing historic inequities in the transportation system, specifically citing the impact of I-95 on Wilmington. Ranking Member Capito (R-WV) also praised the bipartisan bill and its provisions that enable long term investments, provide funding certainty for states and local partners, maintain the nation’s network of roads and bridges, streamline project delivery, and meet the demand for future innovation.

A day later, on May 27th, Senate Republicans released a counteroffer to President Biden’s infrastructure proposal, the American Jobs Act. The Senate Republican proposal (factsheet [HERE](#)) would provide \$928 billion, as opposed to their initial offer of \$568 billion. Comparatively, President Biden’s first offer was a \$2.65 trillion proposal. After discussions with Republican Senators at the White House, President Biden indicated he was willing to lower the spending amount in his proposal. On May 28th, Senate Majority Leader Chuck Schumer (D-NY) said that in June, Senate Democrats will draft an infrastructure bill with or without Republican input.

Similarly, the House Transportation and Infrastructure Committee will meet on June 9th to hold a markup of their Surface Transportation Reauthorization bill, to be called the [INVEST in America Act](#). The 2021 version of the bill has not been released, but it is expected to follow a general outline of the 2020 version. A factsheet of the 2020 INVEST Act [The Moving Forward Act] can be found [HERE](#).

On May 19th the House Ranking Member Sam Graves (R-MO) and Committee Republicans introduced their version of the Highway Bill, the ***Surface Transportation Advanced through Reform, Technology & Efficient Review (STARTER) Act 2.0***.

This legislation lays out key GOP principles that they hope to include in a bipartisan bill.

Legislative text of the *STARTER Act 2.0* can be found [HERE](#).

Once again, the largest issue facing lawmakers in this process is how Congress will pay for a long-term surface transportation reauthorization and/or a broader infrastructure package. During a Senate Finance Committee hearing on the solvency of the Highway Trust Fund, the only bipartisan-supported funding mechanism was the use of Private Activity Bonds, or the creation of new municipal bond instruments. As previously reported, President Biden is opposed to raising the federal gas tax.



Marketing and Communications Update

December 2020 – June 2021

June Service Change and Safety Communications



YOUR SAFETY IS OUR PRIORITY

Ride with confidence.
Every bus is disinfected and masks are required to board.

JUNE SERVICE IMPROVEMENTS

- 33 Weekday trips added to Routes: 38, 47, 50, 53, 55, 60, 64, 66, 70, 72, 79 & 129
- Frequency improved on Routes: 38, 47, 50, 53, 55, 60, 64, 66, 70, 72, 79 & 129
- Trips extended on Routes: 53, 55, 60 & 66
- iShuttle Routes 400A, 401B, 403D and 405F resume service July 1

OCbus.com/June2021

e BUS BOOK
EFFECTIVE JUNE 13, 2021
EFFECTIVO 13 DE JUNIO 2021



Philip,
OCTA Coach Operator



WE ARE COMMITTED
TO SAFE TRANSIT



RIDE SMART.
STAY SAFE.

YOUR SAFETY IS OUR PRIORITY

Ride with confidence. Every bus is disinfected & masks are required to ride.
For June 13 Service Improvements, visit ocbus.com/June2021



Sharondra,
OCTA Coach Operator




SU SEGURIDAD ES NUESTRA PRIORIDAD

Viaja con confianza.
Cada autobús se desinfecta y se requieren mascarillas para viajar.

MEJORAS DE SERVICIO EL 13 DE JUNIO DEL 2021

- Se añadieron 33 recorridos en los días de semana a las rutas: 38, 47, 50, 53, 55, 60, 64, 66, 70, 72, 79 & 129
- Mejoras en la frecuencia de las rutas: 38, 47, 50, 53, 55, 60, 64, 66, 70, 72, 79 & 129
- Se extendieron los recorridos de las rutas: 53, 55, 60 & 66
- Servicio de las rutas del iShuttle 400A, 401B, 403D y 405F regresarán el 1 de julio

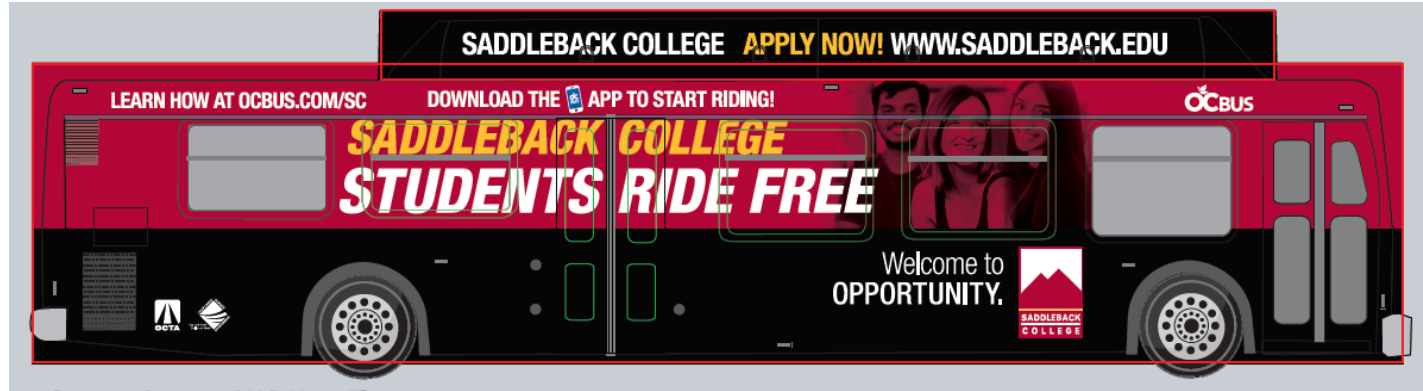
OCbus.com/June2021



Carlos,
Conductor de autobús de OCTA



College Pass Program



Metrolink Weekends Daycation Campaign – Summer 2021

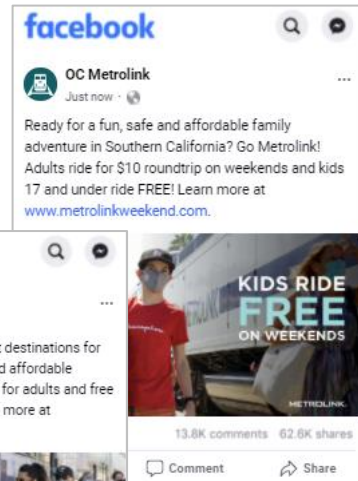


Making It Safe to Ride

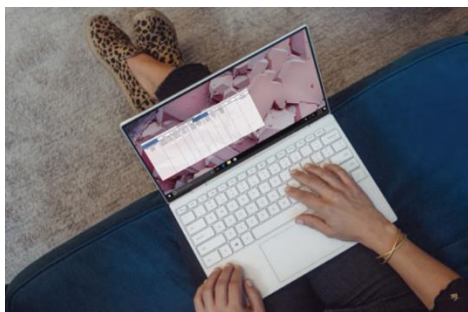
Metrolink has gone to great lengths to keep you safe. Our enhanced cleaning and disinfecting procedures now include daily deep cleaning and electrostatic spraying of hospital-grade disinfectants on trains. We've also added two hand sanitizers in every car. You can feel safe on Metrolink.



LEARN MORE



Enhanced Mobility for Seniors and Disabled Grant Outreach Program



EMSD Survey

OCTA asks for your feedback about the EMSD program by May 7, 2021.

[TAKE SURVEY >](#)

ORANGE COUNTY ENHANCED MOBILITY FOR SENIORS AND DISABLED GRANT PROGRAM

AT A GLANCE

SERVICE AREA:
All 14 Orange County cities and the County of Orange

FUNDING:
TSD: Partially up to \$4 million in local Open-Transportation Development Act funds.

WEBSITE:
ocacommunity.net

CONTACT:
OCTA Transient Applicant Support: transient@ocacommunity.net
Jeri for Transit Program Manager: jeri@ocacommunity.net (714) 960-5332

OVERVIEW

Over the summer, the OCTA Board of Directors (Board) will consider releasing two shared mobility for seniors and disabled (EMSD) grant programs. \$250 is intended to support special needs of seniors beyond public transit, and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA). It is anticipated that the Board would allocate up to \$4 million in local Open-Transportation Development Act funds.

PROPOSED PROGRAM GOALS:

- 1) Increase the mobility for seniors and individuals with disabilities in Orange County.
- 2) Support local agencies and non-profit providing specialized services within their communities.
- 3) Augment service gaps of the Senior Mobility Program (SMP), OCTA's and the County of Orange.
- 4) Provide seamless service through improved first and last mile connections.
- 5) Incorporate and encourage technology-based solutions to improve mobility options.
- 6) Promote non-profit and public agency outreach to senior and disabled populations with an emphasis on reaching disadvantaged, underserved, and/or diverse communities to ensure that services are meeting their needs, and.
- 7) Increase funding for agencies that collaborate which is demonstrated by participating together to create efficiencies and lower operating costs for services, and/or
- 8) Increase vehicle revenue hours beyond the minimum 10 hours.

2021 Enhanced Mobility for Seniors and Disabled Grant Program



Over the summer, and upon approval by the Board of Directors, OCTA anticipates releasing the Enhanced Mobility for Seniors and Disabled (EMSD) grant program, which moves funding available for non-profit organizations and local public agencies to help meet the special transportation needs of seniors and individuals with disabilities.

Goals	Call for Projects	Schedule
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The program goals are:

1. Improve the mobility for seniors and individuals with disabilities in Orange County.
2. Support local agencies and non-profits providing specialized services within their communities, thereby reducing the demand on ACCESS Service in the County.
3. Augment service gaps of the Senior Mobility Program (SMP), OCTA's and the County of Orange.
4. Provide seamless service through improved first and last mile connections.
5. Incorporate and encourage technology-based solutions to improve mobility options.
6. Promote non-profit and public agency outreach to senior and disabled populations with an emphasis on reaching disadvantaged, underserved, and/or diverse communities to ensure that services are meeting their needs.
7. Prioritize funding for agencies that collaborate which is demonstrated by:
 - Participating together to create efficiencies and lower operating costs for services, and/or
 - Increasing vehicle revenue hours beyond the minimum 10 hours.



ORANGE COUNTY TRANSPORTATION AUTHORITY



HUMAN SERVICES TRANSPORTATION COORDINATION PLAN

Prepared by:
Judith Norman – Transportation Consultant (JNTC)
in coordination with:
Arun Prem
November 17, 2020

INITIAL ELIGIBLE APPLICANTS

to non-profit organizations
to provide services to seniors and/or disabled individuals who are unable to use public transit services to provide them the required services.

INITIAL ELIGIBLE PROJECT CATEGORIES

at Projects: At least 50% of the total amount of the funds awarded will be used for the transportation services provided to seniors and/or disabled individuals. The remaining 50% of the funds may be used for other transportation services, such as: vehicle equipment, and/or training.

INITIAL LOCAL MATCH REQUIREMENTS

2% local match is required for capital, which includes vehicle and/or equipment, and/or training, management, and/or training programs.

2% local match is required for operating assistance.

Continued on next page.



CALL FOR PROJECTS

May Bike Month Promotion



Pledge Now to Enter!
Octa.net/BikeEverywhereMonth

Grand Prize: Trek FX 2 Disc Bike (\$699.99 retail value)*

Runner-Up Prize: Saris Bones 2-Bike Bike Rack (\$169.99 retail value)*

The more days you participate, the more entries you gain!

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		<i>- May 2021 -</i>				1 Bike on a Trail
2 Bike to Beat a Personal Distance Record	3 Bike on Your Lunch Break	4 Bike with a Family Member or Friend	5 Bike for Five Miles	6 Bike to Get Coffee or Your Favorite Beverage	7 Bike to Run an Errand	8 Bike on a New Trail
9 Beat Last Week's Distance Record	10 Enjoy a Brief Morning Ride	11 Bike with a Family Member or Friend	12 Bike for Six Miles	13 Bike to Get a Snack	14 Bike to Run an Errand	15 Bike on a New Trail
16 Beat Last Week's Distance Record	17 Go for a Brief Afternoon Ride	18 Bike with a Family Member or Friend	19 Bike for Seven Miles	20 Bike to Get Breakfast	21 Bike to Run an Errand	22 Bike on a New Trail
23 Beat Last Week's Distance Record	24 Bike This Evening	25 Bike with a Family Member or Friend	26 Bike for Eight Miles	27 Bike to Get Lunch	28 Bike to Run an Errand	29 Bike on a New Trail
30 Beat Your All-Time Distance Record	31 Last Ride - Ride Anywhere!					



PLEDGE
FOR A CHANCE TO WIN

Grand Prize:
Trek FX 2 Disc Bike
(\$699.99 retail value)

Octa.net/BikeEverywhereMonth
999-999-9999

Thanks to our sponsors



PLEDGE
FOR A CHANCE TO WIN
Bike more, get more chances to win!

Win great prizes!

Thanks to our sponsors



TAKE OCTA'S
31-Day
CHALLENGE
Ride and Repeat
for a chance to WIN!



BIKE
TO GET
Breakfast

BIKE ON
A NEW
Trail



Ride
YOUR BIKE FOR
8 MILES

BIKE WITH A
Family
MEMBER OR
Friend



Receive up to five chances to win when you pledge to participate every day and get involved by sharing on social media and Strava! All pledges also receive a coupon from Jax Bicycle Center. Pledge now on our website to enter and follow our social media accounts and Strava for safety tips and other fun giveaways!

Pledge Now to Enter!
Octa.net/BikeEverywhereMonth

Grand Prize: Trek FX 2 Disc Bike (\$699.99 retail value)*

Runner-Up Prize: Saris Bones 2-Bike Bike Rack (\$169.99 retail value)*

Thanks to our sponsors



*Similar prize will be awarded if product is unavailable

@OCBikeMonth

@goOCTA

@goOCTA

@goOCTA

Environmental Sustainability Website

A Culture of Sustainability

This is the story of how we work to safeguard our air, land, water, and community to create healthier, happier lives today, while putting the wheels in motion to shape a resilient future for generations to come.

EXPLORE ▾

Our Commitment

For many years, we have demonstrated our commitment to healthy communities and a balanced, equitable and sustainable transportation network. Embracing a zero-emission bus future by building the world's largest hydrogen fueling station. Pioneering microtransit to reduce congestion and vehicle miles traveled. Identifying climate-change stressors to ensure a strong region prepared for the journeys ahead.

In all, we consider the environment.



Preserving & Conserving Land & Water

Orange County voters told us to prioritize the environment. For decades, we've kept that promise.



Preserved 1,300 acres of open-space land



Allocated \$30M to restore 350 acres of open space land



Kept 33M+ gallons of trash out of waterways



Protected more than 40 miles of Orange County coastline



Wilderness Preserves

Seven properties have been purchased and permanently preserved as open space and ensure OCTA's wilderness preserves will remain forever protected from development. →



Environmental Mitigation Program

Working in collaboration with state and federal wildlife agencies, the program allocates funds to acquire land and fund habitat restoration to offset the environmental impacts of freeway projects. →



Improving Water Quality

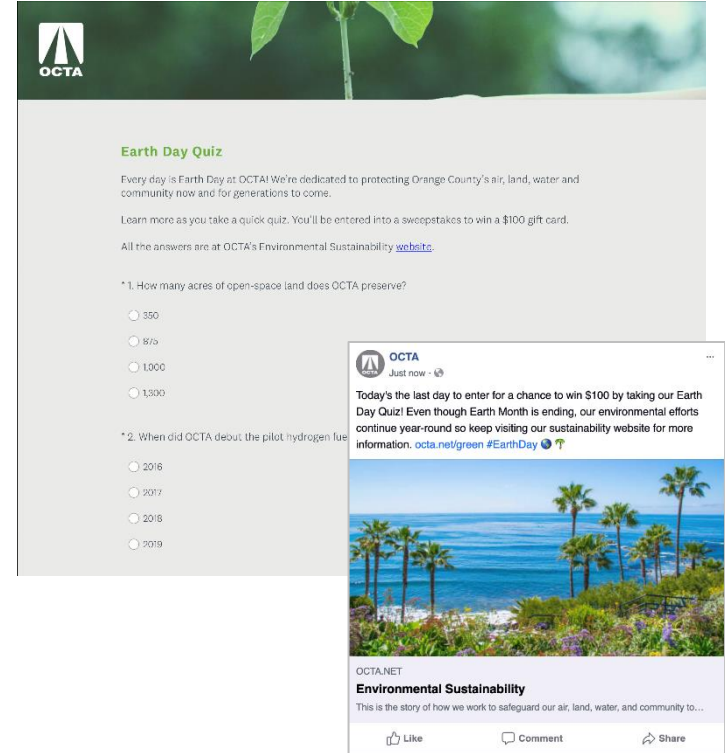
Two programs help keep waterways and the ocean free from transportation-generated pollution. →



Environmental Committees

To offset the environmental impacts of freeway improvements and improve overall water quality from transportation-related pollution, OCTA seeks feedback and guidance from two committees. →

Earth Day Campaign



OC Go Public Awareness

OCTA
March 5 at 8:29 AM · 🌐

What happens when a 30-year investment plan meets a pandemic? Thanks to sound planning and financial management, projects committed to voters through OC Go, Orange County's half-cent transportation sales tax, are still on tap for delivery despite COVID-19. Promises made, promises kept.



OC Go Plans for the Future

OCTA.NET/ABOUT-OC-GO/OC-GO-(2011-2041)
OC Go - Next 10

6 5 Shares

Like Comment Share

OCTA
March 5 at 8:29 AM · 🌐

More than 1300 acres of Orange County wilderness will stay wild for generations thanks to OC Go. Find out what open space preserves and transportation have in common.



OC Go Greens & Cleans OC

OCTA.NET/ABOUT-OC-GO/OC-GO-(2011-2041)
OC Go - Wilderness

6 5 Shares

Like Comment Share

OCTA
March 5 at 8:29 AM · 🌐

OC Go, Orange County's half-cent transportation sales tax, improves life in Orange County—yesterday, today, and tomorrow. Discover the surprising benefits of OC Go.



OC Go Improves Life Every Day

OCTA.NET/ABOUT-OC-GO/OC-GO-(2011-2041)
OC Go

6 5 Shares

Like Comment Share

OCTA
March 5 at 8:29 AM · 🌐

Did you know that Orange County has 5,500 miles of roadway? Thanks to OC Go, everyday journeys through OC are smoother with well-maintained pavement and less stop-and-go traffic.



OC Go Improves Streets & Roads

OCTA.NET/ABOUT-OC-GO/OC-GO-(2011-2041)
OC Go - Streets & Roads

6 5 Shares

Like Comment Share

OC Go
Local Tax Deductible at Work

Look at what a half-cent buys

OC Go, the half-cent transportation sales tax, improves life in Orange County every day.

2020 HIGHLIGHTS

Freeway Improvements Continue
The I-5 Central I/OV lanes opened ahead of schedule as the I-405 Improvement Project is 50% complete.

Efficient Driving on Well-Maintained Streets & Roads
Over \$6.1 million was invested to keep traffic moving, reduce congestion, and maintain the streets.

OC Streetcar Project Momentum Continues
Construction, vehicle production, and contractor selection moved the exciting public transit alternative forward.

Services for Seniors Modified
Temporary programs were developed to meet the needs of seniors during the pandemic.

Safer, More Reliable Train Service
Infrequent safety measures have been implemented on Metrolink's San Joaquin Hills and San Gabriel lines. Completion of a project in South Orange County provides better, more efficient service.

Transit Stops Upgrade
More than \$1.1 million in improvements are underway at Orange County's busiest transit stops.

Protecting the Environment
Investing your projects will help protect water quality in the ocean and in Orange County watersheds.

OC Go is the most significant of the major County's initiatives in action for transportation to be provided or supported by voters in 2006. OC Go is the most significant of the major County's initiatives in action for transportation to be provided or supported by voters in 2006. OC Go is the most significant of the major County's initiatives in action for transportation to be provided or supported by voters in 2006.

OC Go
Local Tax Deductible at Work

Mira lo que puedes comprar con medio-centavo

OC Go, el impuesto sobre ventas de medio centavo, mejora la vida en el condado de Orange todos los días.

ACONTECIMIENTOS DEL 2020

Mejoras de las autopistas continúan
Las vías de transporte completadas en el condado de Orange incluyen el proyecto de mejoras del I-405 al 100% completado.

Manejo eficiente en calles bien cuidadas
Hasta de \$6.1 millones han sido invertidos para mantener el tránsito moviéndose, reduciendo la congestión, y manteniendo las calles.

El proyecto del OC Streetcar continúa con impulso
Construcción, producción de vehículos, y selección de contratistas han movido esta alternativa de transporte hacia adelante.

Servicios para ancianos modificados
Programas temporales fueron desarrollados para satisfacer las necesidades de ancianos durante la pandemia.

Servicio de tren seguro y más confiable
Medidas especiales de seguridad han sido implementadas en las líneas de Metrolink para proteger a pasajeros y empleados. La terminación de un proyecto en el sur del condado de Orange provee un servicio más eficiente y seguro.

Mejoras de paradas de transporte
Hasta de \$1.1 millones en mejoras están en marcha en las paradas de tránsito en el condado de Orange.

Protegiendo el ambiente
Invertir tus proyectos que apoyarán la calidad del agua en el océano y en los canales del condado de Orange.

OC Go es la iniciativa más importante de las iniciativas de transporte sostenibles en el condado de Orange que se han implementado desde 2006. OC Go es la iniciativa más importante de las iniciativas de transporte sostenibles en el condado de Orange que se han implementado desde 2006. OC Go es la iniciativa más importante de las iniciativas de transporte sostenibles en el condado de Orange que se han implementado desde 2006.

OC Go
Local Tax Deductible at Work

Hãy xem nửa xu mua được những gì

OC Go, thuế doanh thu bán hàng nửa xu, cải thiện cuộc sống ở Quận Cam mỗi ngày.

Những điểm nổi bật của năm 2020

Tiếp tục cải thiện xa lộ
Các làn đường mới được hoàn thiện đã thông xe sớm hơn dự tính và Dự án Cải thiện I-405 đã hoàn thành 50%.

Lái xe hiệu quả trên những con đường & con phố được bảo dưỡng tốt
Hơn 6.1 triệu đô la đã được đầu tư để giúp xe có lưu thông, giảm tắc và bảo trì đường phố.

Dự án Xe điện OC vẫn giữ nhiệt độ tốt
Việc xây dựng, sản xuất xe điện và lựa chọn nhà sản xuất đã đẩy tiến độ của dự án hình thành phương tiện công cộng thay thế cấp tốc hơn.

Dịch vụ cho người cao niên được điều chỉnh
Các chương trình tạm thời đã được phát triển để đáp ứng nhu cầu của người cao niên trong thời kỳ đại dịch.

Dịch vụ xe lửa an toàn hơn, đáng tin cậy hơn
Các biện pháp đảm bảo an toàn được thực hiện để đảm bảo rằng hành khách và nhân viên Metrolink được bảo vệ. Việc hoàn thành một dự án ở phía nam Quận Cam cung cấp dịch vụ tốt hơn, hiệu quả hơn.

Nâng cấp trạm dừng trung chuyển
Hàng chục triệu đô la trị giá hơn 13 triệu đô la đang được đầu tư vào các trạm dừng trung chuyển để đảm bảo chất lượng của Quận Cam.

Bảo vệ Môi trường
Mối đầu tư an toàn sẽ giúp bảo vệ chất lượng nước trong các kênh và sông của Quận Cam.

OC Go là khoản tiền của thuế doanh thu bán hàng nửa xu mà các tài sản hàng hóa của Quận Cam đã mua được kể từ năm 2006. OC Go là khoản tiền của thuế doanh thu bán hàng nửa xu mà các tài sản hàng hóa của Quận Cam đã mua được kể từ năm 2006. OC Go là khoản tiền của thuế doanh thu bán hàng nửa xu mà các tài sản hàng hóa của Quận Cam đã mua được kể từ năm 2006.

New OC Bus Mobile App



Upgrading is easy

- Download at the Apple App Store or Google Play
- Follow on-screen prompts to set-up account.
- Use the same email address used for the current app for a smooth transition
- Register a debit card, credit card or PayPal account.

The new app will offer the same pass types as the current mobile app.

How long will my current app keep working?
The current OC Bus mobile app will stop working on October 1, 2021.

How long can I use my current passes?
Be sure to use them before September 30 when all passes will expire.

Can I transfer my existing passes to the new app?
Passes can't be transferred between apps.

Do I have to create a new user name?
No. The transition will be easier if you use the same email address.

[More FAQs](#)

Key transition dates

Please follow this timeline to ensure a smooth transition to the new mobile app.

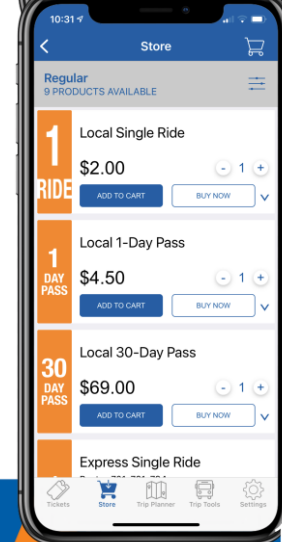
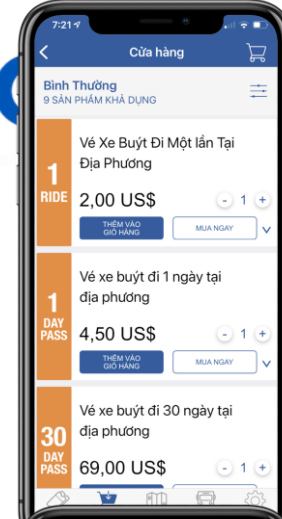
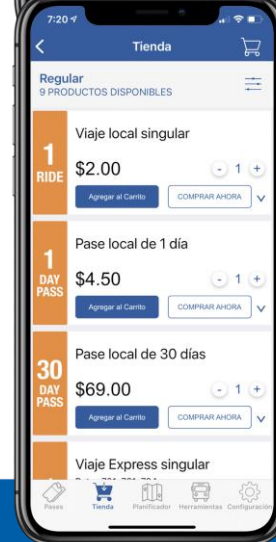
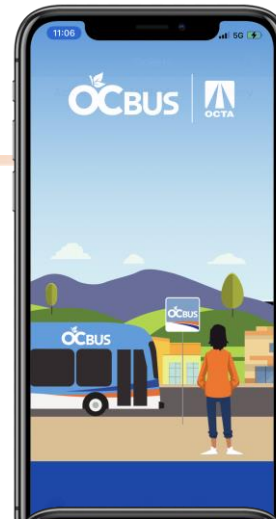
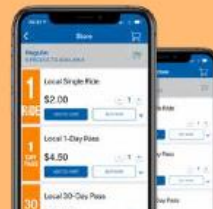


JULY	7th	New update for current mobile app available with important information.
AUGUST	4th	New OC Bus mobile app is available for download.
	18th	Last day to purchase passes on the current app.
SEPTEMBER	30th	Passes on the current app will expire.
OCTOBER	1st	Current mobile app will no longer function.

You'll love what's new!

The new OC Bus mobile app includes a number of enhancements making it easier for you to purchase and organize your passes including color-coded passes and rider type.

Full Spanish and Vietnamese versions of the app will be available.



OCTA 30TH Anniversary

