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## **BOARD AGENDA**

Orange County Transportation Authority Board Meeting  
Orange County Transportation Authority Headquarters  
Board Room - Conference Room 07-08  
550 South Main Street  
Orange, California  
**Monday, July 26, 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**

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

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://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 Orange County Transportation Authority (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.



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## **BOARD AGENDA**

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

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/>

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

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [ClerkOffice@octa.net](mailto: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**

### **Invocation**

Director Hennessey

### **Pledge of Allegiance**

Director Sarmiento



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## **BOARD AGENDA**

### **Special Calendar**

#### **Orange County Local Transportation Authority Special Calendar Matters**

- 1. Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**  
Joe Gallardo/James G. Beil

##### **Overview**

The Orange County Transportation Authority is implementing the State Route 55 Improvement Project between Interstate 405 and Interstate 5. The project requires acquisition of property rights from public and private parties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach an agreement to purchase required property rights from two of the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the project delivery and construction schedules.

##### **Recommendation**

Adopt Resolution of Necessity Nos. 2021-049 and 2021-050, and authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

#### **Consent Calendar (Items 2 through 4)**

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

#### **Orange County Transportation Authority Consent Calendar Matters**

- 2. Approval of Minutes**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of July 12, 2021.



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**BOARD AGENDA**

**3. 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 summary is provided on legislation the Orange County Transportation Authority has supported that authorizes transit agencies to use onboard camera technology to discourage illegal parking in transit-only lanes and at transit stops. An update is provided on fiscal year 2021-22 state budget and associated budget trailer bills.

**Recommendation**

Receive and file as an information item.

**4. 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 a potential infrastructure package, efforts to reauthorize federal surface transportation programs, and the annual federal funding process.

**Recommendation**

Receive and file as an information item.

**Regular Calendar**

There are no Regular Calendar matters.





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## **BOARD AGENDA**

### **Discussion Items**

- 5. Public Comments**
- 6. Chief Executive Officer's Report**
- 7. Directors' Reports**
- 8. Closed Session**

A Closed Session is scheduled as follows:

- A. Pursuant to Government Code Section 54957(b) to evaluate the performance of the Chief Executive Officer, Darrell E. Johnson.
  - B. Pursuant to Government Code Section 54957.6 to meet with the designated representative, Chairman Andrew Do, regarding the compensation of the Chief Executive Officer, Darrell E. Johnson.
- 9. Annual Review and Compensation Adjustment for Chief Executive Officer, Darrell E. Johnson**

#### **Overview**

Darrell E. Johnson commenced service as the Orange County Transportation Authority's Chief Executive Officer on March 1, 2013. As part of this item, the Board of Directors will consider in open session the Chief Executive Officer's performance and will approve any adjustments to the Chief Executive Officer's Contract of Employment and compensation as deemed necessary by the Board of Directors.


#### **10. Adjournment**

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, August, 9, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.



**July 26, 2021**

**To:** Members of the Board of Directors

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

### **Overview**

The Orange County Transportation Authority is implementing the State Route 55 Improvement Project between Interstate 405 and Interstate 5. The project requires acquisition of property rights from public and private parties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach an agreement to purchase required property rights from two of the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the project delivery and construction schedules.

### **Recommendation**

Adopt Resolution of Necessity Nos. 2021-049 and 2021-050, and authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

### **Background**

The acquisition of public and private properties is often required to implement transportation projects, even though extensive efforts are made during the planning and design process to avoid or minimize the impacts to public and private properties. Cooperative Agreement Nos. C-7-1753 and C-7-1936 between the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) were approved by the Board of Directors (Board) on June 12, 2017 and September 11, 2017, respectively.

These documents defined the roles and responsibilities of OCTA and Caltrans for final design and right-of-way (ROW) acquisition for the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project). Pursuant to the cooperative agreements, OCTA is the lead implementing agency for final design and ROW acquisition for the Project. The environmental document and project report were approved by Caltrans on August 31, 2017 and September 11, 2017, respectively.

### ***Discussion***

Construction of the Project will impact 33 properties between I-405 and I-5, including three multi-residential properties, 20 commercial/industrial properties, one hotel, three vacant properties, five public properties, and one railroad property. There are 31 properties identified as partial acquisitions and two properties identified as full acquisitions. The Project may require the displacement of tenants/occupants from a multi-residential complex and may cause the displacement of several businesses. Displacees will be provided relocation assistance in accordance with OCTA and Caltrans' policies and procedures. The real property requirements for the Project include the acquisition of the two full fee interests, partial fee interests (FEE), permanent highway easements (PHE), permanent footing easements (PFE), permanent utility easements (PUE), tie-back easements, temporary construction easements (TCE), and access control rights needed to construct the proposed highway and high-occupancy vehicle lane improvements. The partial FEEs, PHEs, PFEs, PUEs, and TCEs are required for roadway construction, soundwalls, retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, and storm drain systems.

Resolution No. 2021-049 pertains to the acquisition of one PUE and one TCE over a portion of the commercial property owned by 2350 Pullman, LLC, a California Limited Liability Company. The acquisition of the subject PUE is needed to accommodate the underground relocation of an electrical utility as a result of widening SR-55. The acquisition of the subject TCE is needed to provide sufficient work area to complete the utility relocation.

Resolution No. 2021-050 pertains to the acquisition of one partial FEE, five PHEs, one maintenance access easement, two PUEs, one sewer easement, and four TCEs over a portion of the commercial property owned by Omar Deen, an individual. The acquisition of the subject FEE, PHEs, and maintenance access easement is needed to accommodate for the widening of SR-55. The acquisition of the PUEs and sewer easement is needed to accommodate the underground relocation of electrical and sewer utilities as a result of widening

SR-55. The acquisition of the subject TCEs is needed to provide sufficient work area to complete the utility relocations and construct the freeway widening improvements.

The property owners have been given substantially more time than the 30 days required by the Federal Highway Administration to consider OCTA's written purchase offer and have been contacted multiple times as described in Attachment A. These contacts include OCTA staff requesting a meeting with the property owner to conduct an OCTA policies and procedures first level review to describe the Project design and the need for the property.

OCTA must secure possession of the interests in the subject properties by March 2022 to meet Project schedule deadlines. Delay in acquiring the interests in these properties will cause Project delays. Proceeding with these resolutions of necessity (RONs) will ensure that Project schedules are maintained.

The "List of Property Owners" and "Photo Aerial Exhibits," Attachments B and C respectively, provide information on property ownerships and locations.

Acquisition of the subject property interests is being conducted in accordance with OCTA's Real Property Policies and Procedures and Caltrans guidelines. The required property interests were identified, engineered, and appraised by OCTA. The full appraised amount for each respective property interest was offered to the property owner under the requirements of Governmental Code Section 7267.2.

In order to proceed with the acquisition of the properties required for the Project and to comply with state and federal laws for ROW acquisition, the Board is requested to adopt the RONs for the subject properties. This action will allow OCTA to commence eminent domain proceedings to acquire the interests in real property needed for the Project.

The following resolutions are recommended:

- Resolution No. 2021-049 2350 Pullman, LLC, a California Limited Liability Company – Action is recommended for an acquisition of one PUE and one TCE over a portion of the property to accommodate the underground relocation of an electrical utility as a result of widening SR-55 and provide sufficient work area to complete the utility relocation.
- Resolution No. 2021-050 Omar Deen, an individual – Action is recommended for an acquisition of one partial FEE, five PHEs, one maintenance access easement, two PUEs, one sewer easement, and four TCEs over a portion of the property to accommodate for the

widening of SR-55, underground relocation of electrical and sewer utilities as a result of widening SR-55, and provide sufficient work area to complete underground utility relocations and construct the freeway widening improvements.

The eminent domain proceedings commence with action by the Board to adopt a RON in accordance with the California Code of Civil Procedure Section 1245.240, which requires an affirmative vote of two-thirds of the Board. The Board is requested to determine whether the following criteria have been met:

1. The public interest and necessity require the Project;
2. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property interest(s) sought to be acquired is necessary for the Project; and
4. The offer required by Section 7267.2 of the Governmental Code has been made to the owner or owners of record.

Any property owner and/or its designated representative affected by a RON may request an appearance to speak to the Board when the RON is considered on matters of Project design and the impact to the subject property. The issue regarding compensation for the value of the property affected by the RON should not be discussed. In the event the Board approves the RONs (Attachments D-E), OCTA's General Counsel will proceed with litigation in order to obtain possession and ultimate use of the property interests. Staff will continue negotiations with the property owners throughout the eminent domain process with the objective of reaching an agreement on the acquisition without the necessity of trial.

### ***Summary***

The acquisition of specified real property interests is required for the construction of the Project. Statutory offers have been made to the property owners and negotiations are ongoing. Adopting these RONs and commencing eminent domain proceedings are requested to maintain the Project delivery schedule.

***Attachments***

- A. Correspondence/Contact Summary with Property Owners
- B. List of Property Owners, State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Board of Directors Exhibit Matrix
- C. Photo Aerial Exhibits
- D. Resolution No. 2021-049
- E. Resolution No. 2021-050

**Prepared by:**



Joe Gallardo  
Manager, Real Property  
(714) 560-5546

**Approved by:**



Rose Casey, P.E.  
Director, Highway Programs  
(714) 560-5729

# **Correspondence/ Contact Summary with Property Owners**

**Correspondence/Contact Summary  
Resolution No. 2021-049**

**2350 Pullman, LLC, a California Limited Liability Company  
(CPN 103719)**

<b>Date</b>	<b>Reason for Contact</b>
August 20, 2019	OCTA's legal counsel placed a call to the property owner's legal counsel, Leon Alexander and Jeff Weber, and left a voicemail in response to August 16, 2019 email requesting an update on Project construction and proposed construction schedules. OCTA counsel sent follow-up email regarding the same and informing that site inspections with the property owner(s) and appraisers would be arranged shortly.
September 16, 2019	OCTA's counsel exchanged emails with property owner's counsel coordinating on-site meeting to discuss the Project.
September 22, 2019	OCTA's counsel exchanged emails with property owner's counsel coordinating on-site meeting to discuss the Project.
September 24, 2019	OCTA's legal counsel and OCTA staff met with the property owner's legal counsel at an on-site meeting for a walk through of the property.
October 7, 2019	OCTA sent Notice of Decision to Appraise to property owner.
November 20, 2019	Property owner's legal counsel emailed OCTA's counsel to coordinate date/time for appraisal; request that proposed acquisitions be staked.
December 18, 2019	Telephone conference between property owner's counsel and OCTA's counsel confirming that proposed acquisitions will be staked by Caltrans; request for additional meeting to discuss Project; exchange correspondence regarding the same.
January 9, 2020	OCTA's counsel sent correspondence to property owner's counsel confirming completion of Caltrans staking of the proposed acquisitions. Counsel for property owner's requested on-site meeting with OCTA staff and business tenant.
January 15, 2020	OCTA's counsel and staff conduct on-site meeting with property owner's legal counsel and representatives of business tenant.
June 2, 2020	Telephone conference between property owner's counsel and OCTA's counsel regarding proposed mitigation plan for the building. OCTA counsel sent copy of proposed mitigation plan to owner's counsel and requested copy of existing lease.
June 23, 2020	Property owner's counsel confirms receipt of proposed mitigation plan; provides copy of existing building lease.
April 21, 2021	OCTA's right-of-way (ROW) agent contacted property owner's legal counsel via email informing him that the offer package will be sent to him via electronic mail and to the property owner via regular mail. Property owner's legal counsel confirmed receipt of the offer package via email.



April 26, 2021	OCTA's legal counsel conducted a video conference with the property owner's counsel to discuss offer package.
June 17, 2021	OCTA's legal counsel conducted a video conference with the property owner's counsel to discuss offer package and upcoming Resolution of Necessity hearing.
June 25, 2021	OCTA's legal counsel sent property owner's counsel a courtesy copy of OCTA's Notice of Intent to Adopt Resolution of Necessity letter.

**Correspondence/Contact Summary  
Resolution No. 2021-050**

**Omar Deen, an unmarried man as his sole and separate property  
(CPN 103720)**

<b>Date</b>	<b>Reason for Contact</b>
October 7, 2019	OCTA sent Notice of Decision to Appraise to property owner.
April 21, 2021	OCTA's ROW agent contacted property via email informing him that the offer packager will be sent to him via electronic mail. Property owner confirmed receipt of the offer package via email.
April 29, 2021	OCTA staff texted property owner following up on his review of the offer package.
May 3, 2021	OCTA staff texted property owner following up on his review of the offer package.
May 17, 2021	OCTA staff texted property owner following up on his review of the offer package.
June 14, 2021	OCTA staff texted property owner following up on his review of the offer package. Property owner responded stating that he is working on it and requested to meet with OCTA staff to discuss offer. Scheduled meeting for June 17 <sup>th</sup> at 10:00 am at OCTA office.
June 17, 2021	OCTA staff met with property owner and discussed offer, impacts to the property and project schedule. OCTA staff informed the owner of the fact that he is entitled to his own legal representation and informed the owner of the upcoming Notice of Intent letter.

**List of Property Owners**  
**State Route 55 Improvement Project Between Interstate 405 and Interstate 5**  
**Board of Directors Exhibit Matrix**

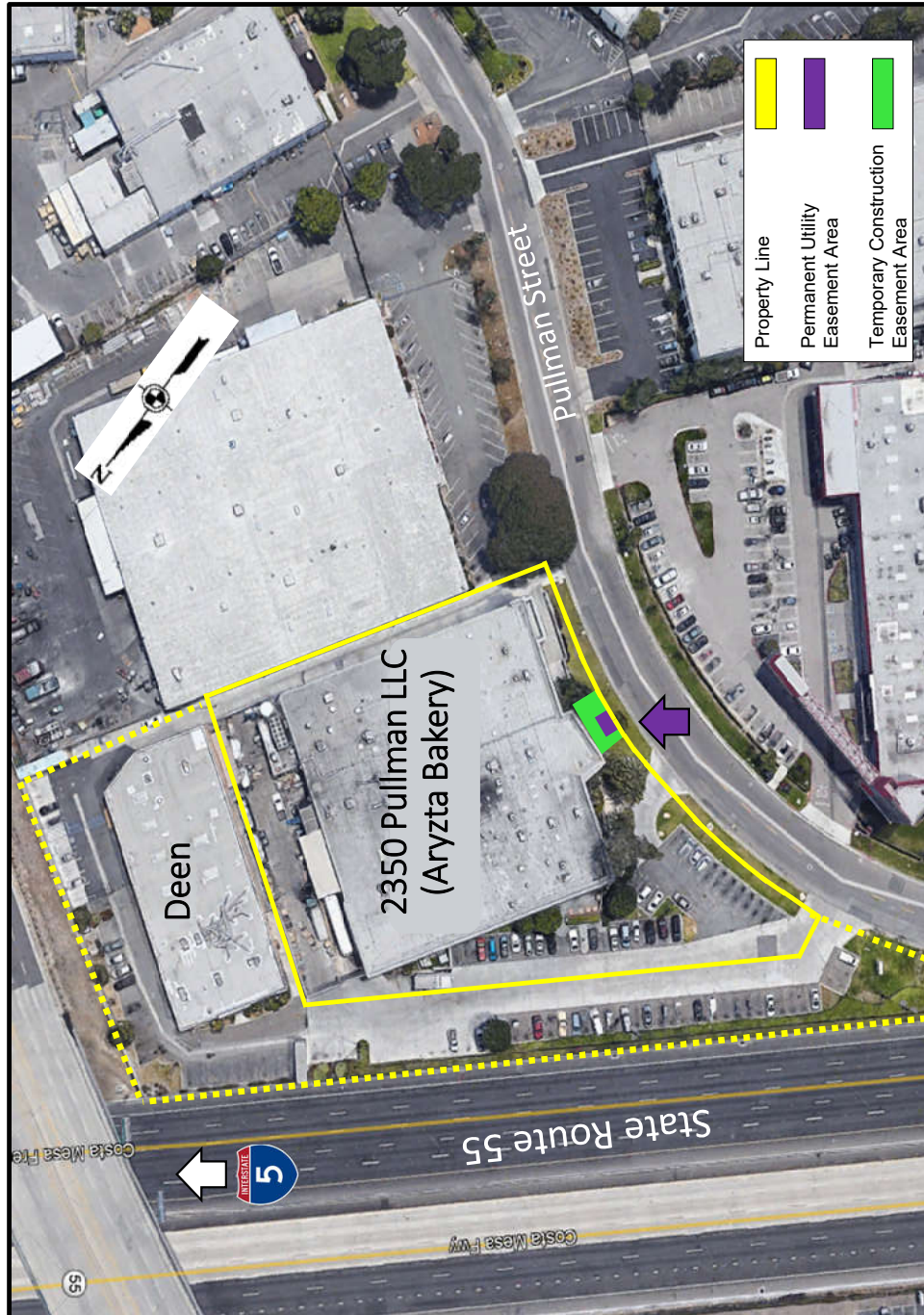
Resolution No.	APN	CPN	Owner	Property Address	Area Needed	Type of Acquisition	Reason for Acquisition
<b>2021-049</b>	430-012-04	103719	2350 Pullman, LLC, a California Limited Liability Company	2350 Pullman Street Santa Ana, CA 92705	283 sq. ft. 791 sq. ft.	PUE TCE	One PUE and one TCE over a portion of the property to accommodate the underground relocation of an electrical utility as a result of widening SR-55 and provide sufficient work area to complete the utility relocation.
<b>2021-050</b>	430-012-03 430-031-02	103720	Omar Deen, an individual	2400 Pullman Street Santa Ana, CA 92705	25,318 sq. ft. 144 sq. ft. 234 sq. ft. 234 sq. ft. 234 sq. ft. 22 sq. ft. 1,365 sq. ft. 475 sq. ft. 3,290 sq. ft. 1,508 sq. ft. 10,804 sq. ft. 2,844 sq. ft. 947 sq. ft. 2,074 sq. ft.	PARTIAL FEE PHE PHE PHE PHE PHE MAE PUE PUE SE TCE TCE TCE TCE	One partial FEE, five PHEs, one maintenance access easement, two PUEs, one SE, and four TCEs over a portion of the property to accommodate for the widening of SR-55, underground relocation of electrical and sewer utilities as a result of widening SR-55, and provide sufficient work area to complete the underground utility relocations and construct the freeway widening improvements.

**Legend**

APN = Assessor's Parcel Number  
CPN = Caltrans Parcel Number  
PUE = Permanent Utility Easement  
SE = Sewer Easement  
TCE = Temporary Construction Easement  
PHE = Permanent Highway Easement  
MAE = Maintenance Access Easement  
SR-55 = State Route 55

Photo Aerial Exhibits

Resolution No. 2021-049 (2350 Pullman, LLC)



Not to Scale,  
For Presentation  
Purposes Only

# Resolution No. 2021-050 (Omar Deen)



Not to Scale,  
For Presentation  
Purposes Only

**RESOLUTION NO. 2021-049**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NO. 430-012-04.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 55 ("SR-55") Improvement Project between Interstate 405 and Interstate 5, a right-of-way for freeway purposes and all public uses appurtenant thereto (the "Project"); and

**WHEREAS**, the Project is intended to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

**WHEREAS**, the Project requires the acquisition of property interests from public and private parties; and

**WHEREAS**, the Project will be a transportation improvement project serving the public interest; and

**WHEREAS**, subsection (a) of the California Public Utilities Code section 130220.5 authorizes the Authority to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

**WHEREAS**, portions of the real property located at 2350 Pullman Street, in the City of Santa Ana, California ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a permanent utility easement as described and depicted in Exhibit "A" attached hereto (Parcel 103719-1) and a temporary construction easement as described and depicted in Exhibit "B" attached hereto (Parcel 103719-2) (collectively, the "Property Interests"); and

**WHEREAS**, if such access currently exists, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

**WHEREAS**, the Authority communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on June 25, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

**WHEREAS**, the Authority provided written notice to the City of Santa Ana as required by subsection (c) of California Public Utilities Code section 130220.5; and

**WHEREAS**, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to the Authority's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for July 26, 2021, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

**WHEREAS**, said hearing has been held by the Authority's Board of Directors; and

**WHEREAS**, the Authority may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

**NOW, THEREFORE, BE IT RESOLVED**, by at least a two-thirds vote of the Authority's Board of Directors under Code of Civil Procedure sections 1240.030 and 1245.230, the Authority does hereby find and determine as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure. There has been compliance by the Authority with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.

Section 3. Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. Subsection (a) of California Public Utilities Code section 130220.5 authorizes the Authority to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.



Section 4. Necessity.

(a) The proposed Project is necessary to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5. Description of Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "A" and "B" attached hereto and incorporated herein by reference.

Section 6. Findings. The Authority hereby finds, determines, and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The Property Interests sought to be acquired are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the Property Interests are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent portions of the real property to be acquired for the Project are currently devoted to or held for some public use, the Authority intends to acquire substitute property pursuant to California Code of Civil Procedure sections 1240.320 and 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the Project. The substitute property may be conveyed by the Authority to the owner(s) of the necessary property.



Section 9. Authority to Exercise Eminent Domain. The Authority is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. The Authority's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of the Authority by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit the Authority to take possession of the Property Interests at the earliest possible time.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

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ANDREW DO, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

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JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-049, by the following votes:

AYES:

NOES:

ABSENT:

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ANDREA WEST  
INTERIM CLERK OF THE BOARD

EXHIBIT "A"

**UNDERGROUND DISTRIBUTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-04**

**Parcel No.: 103719-1**

This underground distribution easement shall be in, on, over, under, across and along the real property described in Exhibit "A" and depicted in Exhibit "A1" attached hereto, subject to the rights and limitations described herein ("Distribution Easement"). The Distribution Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "OCTA" or "Easement Holder") for purposes of constructing, using, maintaining, operating, altering, adding to, repairing, replacing, reconstructing, inspecting, and/or removing, at any time and from time to time, underground electrical supply systems and communication systems (hereinafter referred to as "systems"), consisting of wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads and other appurtenant fixtures and equipment necessary or useful for distributing electrical energy and for transmitting intelligence, data and/or communications (eg. through fiber optic cable).

Easement Holder shall have the right to keep the Distribution Easement area free from brush or any accumulation of material as may endanger or interfere with said systems and shall have free access to said systems placed within the Distribution Easement and every part thereof, at all times, for the purpose of exercising the rights herein described.

The owner and occupant of the real property subject to the Distribution Easement shall not construct any permanent improvements within the easement area described in Exhibit "A" and depicted in Exhibit "A1" that would impede Easement Holder's rights as defined herein. The Distribution Easement area will be restored to grade, and Easement Holder will replace any existing landscaping material that is removed with functionally equivalent landscaping material, within that portion of the Distribution Easement area affected by Easement Holder's work. The owner and occupant of the real property subject to the Distribution Easement will have the right to use the surface of the easement area described in Exhibit "A" and depicted in Exhibit "A1" for all uses not inconsistent with the rights described herein, provided, however, that the exercise of such rights does not interfere with or endanger, in the opinion of Easement Holder, the operation or maintenance of the systems installed within the Distribution Easement, or Easement Holder's ready access to said systems, or the exercise of any of the rights herein granted to Easement Holder.

No other easement or easements shall be granted on, under, over, or within the Distribution Easement area described and depicted in Exhibits "A" and "A1," respectively, without the previous written consent of the Easement Holder.

The rights and obligations of the Easement Holder and the owner of the real property subject to the Distribution Easement shall run with the land and be binding upon and/or inure to the benefit of Easement Holder's and the property owner's respective heirs, successors and assigns.

Easement Holder expressly reserves the right to convey, transfer or assign the Distribution Easement subject to the same rights and limitations described herein.

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**  
**SERIAL NO: 72891A**  
**APN: 430-012-04**

**Parcel 103719-1:** UNDERGROUND DISTRIBUTION EASEMENT

That portion of Parcel 2, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at the southeasterly corner of said Parcel 2, said point being on a non-tangent curve, concave southerly and having a radius of 429.99 feet, a radial line to said point bears North 25°57'03" East, said curve also being the southerly line of said Parcel 2; thence westerly 93.36 feet along said curve and said southerly line through a central angle of 12°26'21" to the **POINT OF BEGINNING**, a radial line to said point bears North 13°30'41" East; thence continuing westerly 18.55 feet along said curve and said southerly line through a central angle of 02°28'20"; thence leaving said southerly line, North 11°22'37" East, 15.24 feet; thence South 78°20'14" East, 18.54 feet; thence South 11°19'31" West, 15.43 feet to the **POINT OF BEGINNING**.

The above described parcel contains a grid area of 283 square feet or 0.006 acres, more or less.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: \_\_\_\_\_

Vincent T. Davis

Date: \_\_\_\_\_

05 Apr 2021



**DATUM:** NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
**COORDINATE SYSTEM:** CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
**COMBINED FACTOR:** 0.99997834 (GROUND = GRID/COMBINED FACTOR)

PARCEL 1  
PMB 109/48-49  
(APN: 430-012-03)

CITY OF SANTA ANA

COSTA MESA FREEWAY  
STATE ROUTE 55

PROPOSED R/W  
(CALTRANS PARCEL 103720-1,  
APPRAISAL MAP E120133-20)

UNDERGROUND  
DISTRIBUTION  
EASEMENT

103719-1

283 SQFT OR  
0.006 ACRES (+/-)

PARCEL 2  
PMB 109/48-49

SUPERSEDED R/W  
(CALTRANS PARCEL 103720-1,  
APPRAISAL MAP E120133-20)

(APN: 430-012-04)

15.24'  
N1°22'37"E

18.54'  
S78°20'14"E

15.43'  
S11°19'31"W

P.O.B.

PULLMAN ST.

C2  
N1°22'37"E (R)  
N13°30'41"E (R)

P.O.C.

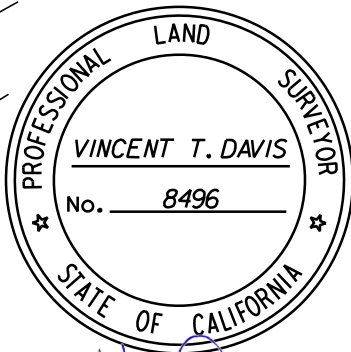
(SOUTHEASTERLY  
CORNER PARCEL 2)

N25°57'03"E (R)

60.00'



Not to scale



*Vincent T. Davis*

VINCENT T. DAVIS

05 Apr 2021

DATE

### LEGEND:

	= ACCESS PROHIBITED
P.O.B.	= POINT OF BEGINNING
P.O.C.	= POINT OF COMMENCEMENT
////	= EASEMENT AREA

### CURVE TABLE:

NO.	RADIUS	DELTA	TANGENT	LENGTH
C1	R= 429.99'	$\Delta = 12^{\circ}26'21''$	T= 46.86'	L= 93.36'
C2	R= 429.99'	$\Delta = 02^{\circ}28'20''$	T= 9.28'	L= 18.55'

**EXHIBIT "A1"**

(Page 1 of 1)

W.O. NO. 801843918  
NOT. NO. 203698698

COUNTY: ORA  
RTE: 55  
P.M.: 8.4

NOT TO SCALE  
DATE: MAR 2021

**PARCEL:**  
**103719-1**  
SERIAL NO: 72891A

EXHIBIT "B"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-04**

**Caltrans Parcel No.: 103719-2**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of twenty-four (24) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the twenty-four (24) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining twelve (12) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.



**EXHIBIT "B1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103719-2**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-012-04

THAT PORTION OF PARCEL 2, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 109, PAGES 48 AND 49, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHEASTERLY TERMINUS OF THE CURVE DESCRIBED AS "D=81°12'24" R=400.00' L=566.93'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 399.99 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 31°52'44" EAST;

THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF PULLMAN STREET AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°55'41" AN ARC LENGTH OF 41.38 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET AND ALONG A LINE RADIAL TO SAID CURVE NORTH 25°57'03" EAST, 30.00 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET, SAID POINT BEING THE MOST SOUTHEASTERLY CORNER OF SAID PARCEL 2, SAID POINT ALSO BEING ON A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 429.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 25°57'03" EAST;

THENCE NORTHWESTERLY AND WESTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT OF WAY LINE THROUGH A CENTRAL ANGLE OF 10°50'17" AN ARC LENGTH OF 81.34 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE, NORTH 15°06'45" EAST 28.00 FEET;

THENCE NORTH 77°23'26" WEST, 40.01 FEET;

THENCE SOUTH 10°06'22" WEST, 28.00 FEET TO SAID NORTHERLY RIGHT OF WAY LINE, SAID POINT ALSO BEING ON SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 429.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 10°06'22" EAST;

THENCE EASTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT OF WAY LINE THROUGH A CENTRAL ANGLE OF 00°55'58" AN ARC LENGTH OF 7.00 FEET;

THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE NORTH 11°22'37" EAST, 15.24 FEET;

THENCE SOUTH 78°20'14" EAST 18.54 FEET;

THENCE SOUTH 11°19'31" WEST 15.43 FEET TO SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 429.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 13°30'41" EAST;

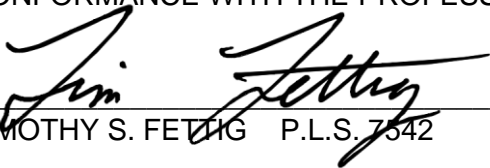
THENCE EASTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT OF WAY LINE THROUGH A CENTRAL ANGLE OF 01°36'04" AN ARC LENGTH OF 12.02 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 791 SQUARE FEET OR 0.018 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

3/19/20  
DATE





DETAIL "A"  
N.T.S.

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	05°55'41"	399.99'	41.38'
C2	10°50'17"	429.99'	81.34'
C3	01°36'04"	429.99'	12.02'
C4	02°28'20"	429.99'	18.55'
C5	00°55'58"	429.99'	7.00'

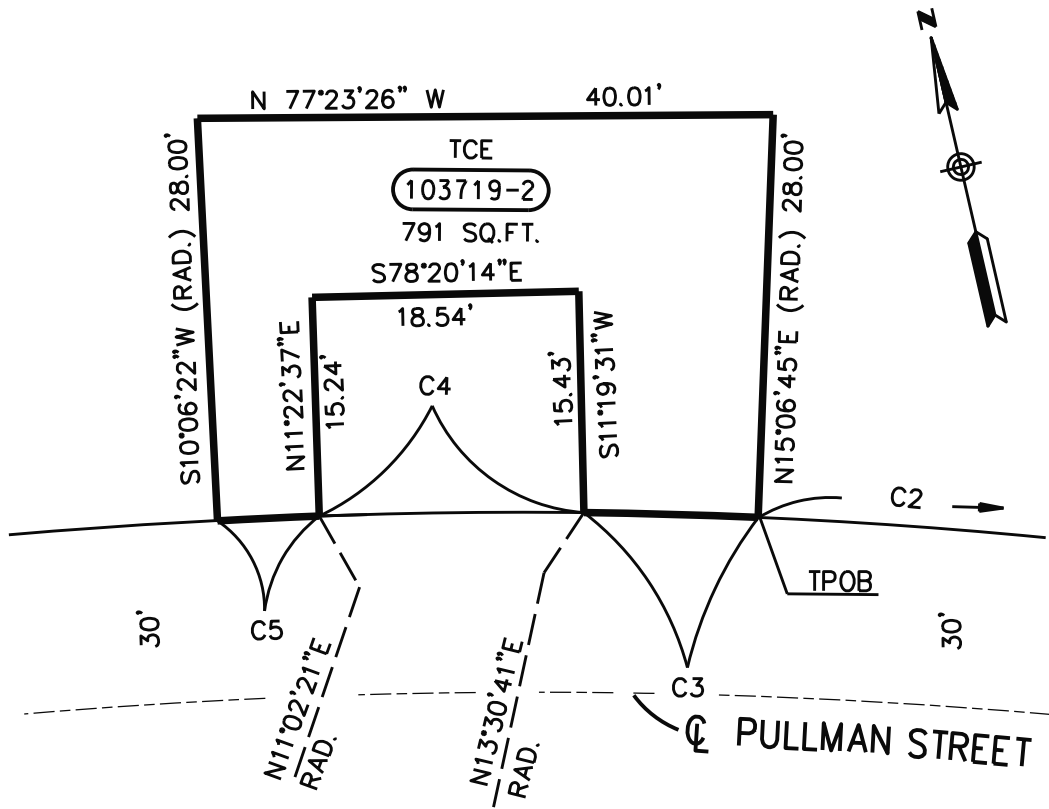


EXHIBIT "B2"  
103719-2

**RESOLUTION NO. 2021-050**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NOS. 430-012-03 and 430-031-02.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 55 ("SR-55") Improvement Project between Interstate 405 and Interstate 5, a right-of-way for freeway purposes and all public uses appurtenant thereto (the "Project"); and

**WHEREAS**, the Project is intended to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

**WHEREAS**, the Project requires the acquisition of property interests from public and private parties; and

**WHEREAS**, the Project will be a transportation improvement project serving the public interest; and

**WHEREAS**, subsection (a) of the California Public Utilities Code section 130220.5 authorizes the Authority to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

**WHEREAS**, portions of the real property located at 2400 Pullman Street, in the City of Santa Ana, California ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are: a partial fee acquisition as described and depicted in Exhibit "A" attached hereto (Parcel 103720-1); five (5) highway easements as collectively described and depicted in Exhibit "B" attached hereto (Parcel Nos. 103720-2, 103720-3, 103720-4, 103720-5 and 103720-6); a maintenance access easement as described and depicted in Exhibit "C" attached hereto (Parcel 103720-7); a permanent subsurface utility easement as described and depicted in Exhibit "D" attached hereto (Parcel 103720-8); a permanent subsurface utility easement as described and depicted in Exhibit "E" attached hereto (Parcel 103720-9); a sewer easement as described and depicted in Exhibit "F" attached hereto (Parcel 103720-10); a temporary construction and access easement as described and depicted in Exhibit "G" attached hereto (Parcel 103720-11); a temporary construction easement as described and depicted in Exhibit "H" attached hereto (Parcel 103720-12); a temporary construction

easement as described and depicted in Exhibit "I" attached hereto (103720-13); and a temporary construction easement as described and depicted in Exhibit "J" attached hereto (Parcel 103720-14) (collectively, the "Property Interests"); and

**WHEREAS**, if such access currently exists, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

**WHEREAS**, the Authority communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on June 25, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

**WHEREAS**, the Authority provided written notice to the City of Santa Ana as required by subsection (c) of California Public Utilities Code section 130220.5; and

**WHEREAS**, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to the Authority's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for July 26, 2021, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

**WHEREAS**, said hearing has been held by the Authority's Board of Directors; and

**WHEREAS**, the Authority may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

**NOW, THEREFORE, BE IT RESOLVED**, by at least a two-thirds vote of the Authority's Board of Directors under Code of Civil Procedure sections 1240.030 and 1245.230, the Authority does hereby find and determine as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2.     Compliance with California Code of Civil Procedure. There has been compliance by the Authority with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.

Section 3.     Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. Subsection (a) of California Public Utilities Code section 130220.5 authorizes the Authority to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4.     Necessity.

(a)     The proposed Project is necessary to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

(b)     The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5.     Description of Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "A" through "J" attached hereto and incorporated herein by reference.

Section 6.     Findings. The Authority hereby finds, determines, and declares each of the following:

(a)     The public interest and necessity require the proposed Project;

(b)     The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c)     The Property Interests sought to be acquired are necessary for the proposed Project; and

(d)     The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7.     Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the Property Interests are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent portions of the real property to be acquired for the Project are currently devoted to or held for some public use, the Authority intends to acquire substitute property pursuant to California Code of Civil Procedure sections 1240.320 and 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the Project. The substitute property may be conveyed by the Authority to the owner(s) of the necessary property.

Section 9. Authority to Exercise Eminent Domain. The Authority is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. The Authority's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of the Authority by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit the Authority to take possession of the Property Interests at the earliest possible time.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

---

ANDREW DO, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL



ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-050, by the following votes:

AYES:

NOES:

ABSENT:

---

ANDREA WEST  
INTERIM CLERK OF THE BOARD

EXHIBIT "A"

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**Parcel 103720-1: FEE**

For freeway purposes, that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, lying westerly, northwesterly and northeasterly of the following described line:

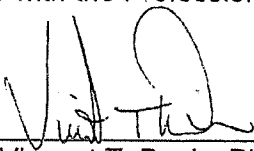
**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 67°35'58" West and a length of 235.00 feet on the northeasterly line of said Parcel 1; thence along said certain course, North 67°35'37" West, 208.90 feet to the **POINT OF BEGINNING**, said point being South 67°35'37" East, 26.10 feet, as measured along said northeasterly line, from the most northerly corner of said Parcel 1; thence leaving said certain course, South 40°38'58" West, 14.12 feet; thence South 49°21'02" East, 2.50 feet; thence South 40°38'58" West, 5.00 feet; thence North 49°21'02" West, 2.50 feet; thence South 40°38'58" West, 155.66 feet; thence South 49°21'02" East, 2.50 feet; thence South 40°38'58" West, 5.00 feet; thence North 49°21'02" West, 2.50 feet; thence South 40°38'58" West, 155.72; thence South 49°21'02" East, 2.50 feet; thence South 40°38'58" West, 5.00 feet; thence North 49°21'02" West, 2.50 feet; thence South 40°38'58" West, 155.72; thence South 49°21'02" East, 2.50 feet; thence South 40°38'58" West, 5.00 feet; thence North 49°21'02" West, 2.50 feet; thence South 40°38'58" West, 95.95; thence South 49°21'02" East, 10.00 feet; thence South 40°38'58" West, 15.84 feet to a point on the northerly and northwesterly line of Pullman Street, 60.00 feet wide, as shown on said Parcel Map, said point also being on a non-tangent curve, concave southerly and having a radius of 429.99 feet, a radial line to said point bears North 29°33'00" West; thence southwesterly 148.60 feet along said curve and said northerly line through a central angle of 19°48'02"; thence continuing along the northwesterly line of said Pullman Street the following two courses:

- 1) South 40°38'58" West, 199.40 feet; thence
- 2) South 39°06'18" West, 593.70 feet to the southwesterly line of said Parcel 1.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

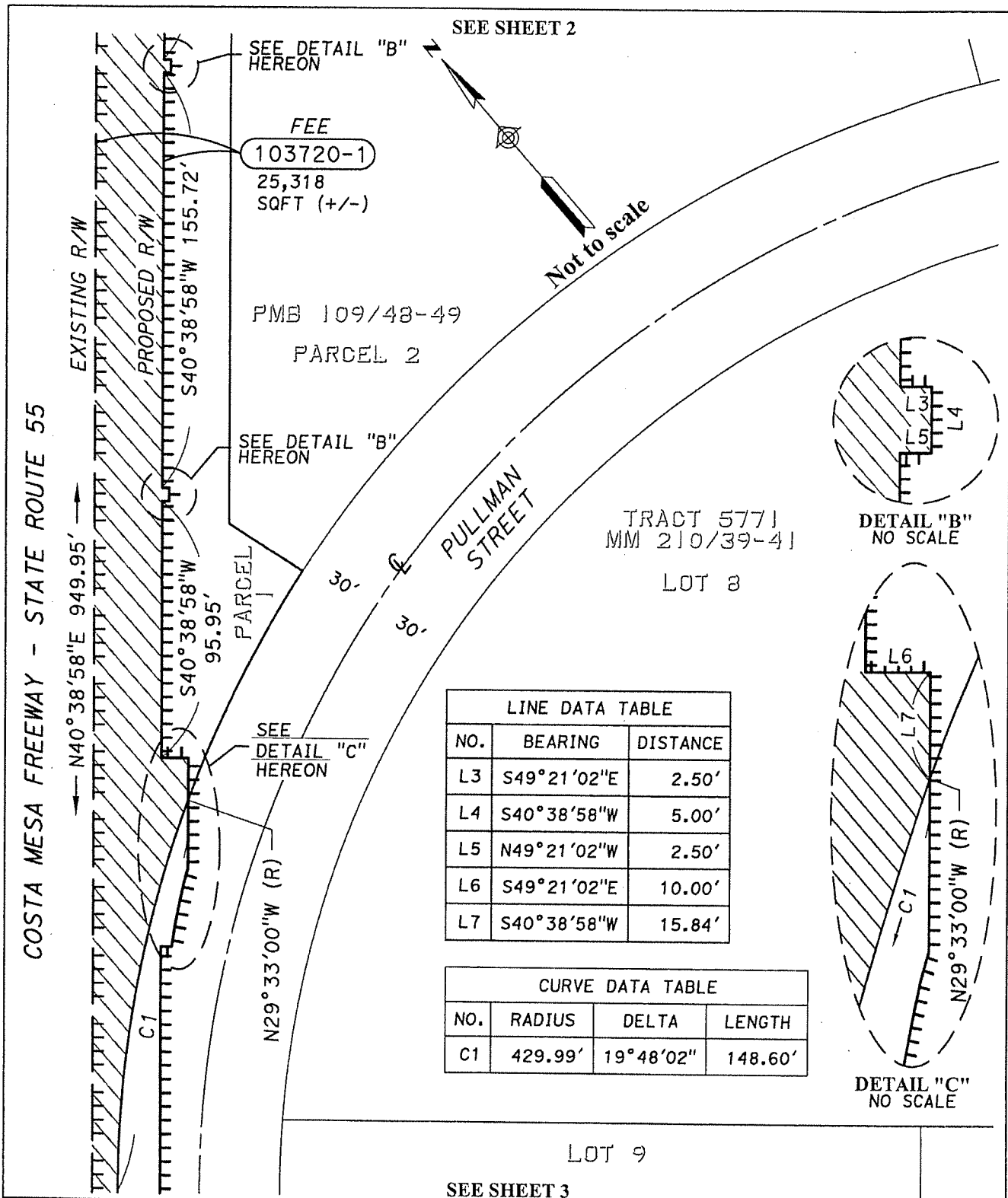
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 21 Jun 2021







# EXHIBIT "A1"

(Page 2 of 3)

COUNTY: ORA  
RTE: 55  
P.M.: 8.3

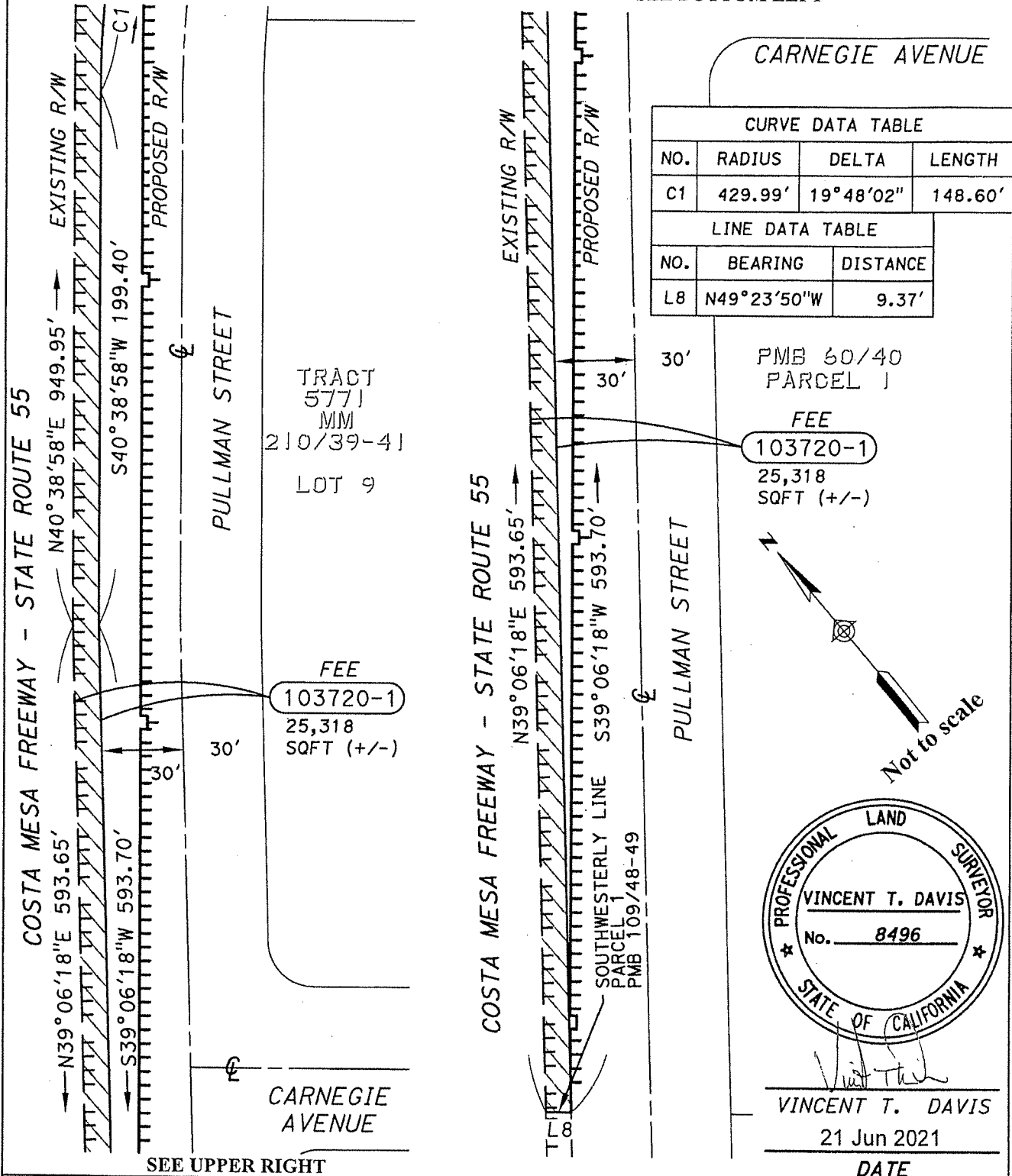
NOT TO SCALE  
DATE: JUN 2021

PARCEL:  
**103720-1**

APN: 430-012-03

SEE SHEET 2

SEE BOTTOM LEFT



SEE UPPER RIGHT

**EXHIBIT "A1"**

(Page 3 of 3)

COUNTY: ORA  
RTE: 55  
P.M.: 8.3NOT TO SCALE  
DATE: JUN 2021**PARCEL:**  
**103720-1**  
APN: 430-012-03

EXHIBIT "B"



**HIGHWAY EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Assessor Parcel No.: 430-012-03  
Caltrans Parcel No.: 103720-2 thru 103720-6**

This non-exclusive highway easement shall be in, on, over, under, and across that certain real property described in Exhibit "B" attached hereto, subject to the rights and limitations described herein ("Highway Easement"). The Highway Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") for purposes of constructing, compacting, maintaining, removing, and replacing, as applicable, compacted material thereto in connection with the construction of the SR 55 Improvement Project.

The owner and occupant(s) of the real property subject to the Highway Easement shall not landscape or construct any improvements within the easement area described in the attached Exhibit "B." OCTA will install compacted material, within that portion of the Highway Easement area affected by OCTA's work. The owner and occupant(s) shall not excavate within the Highway Easement area or disturb any compacted material installed within the Highway Easement area. The owner and occupant(s) of the real property subject to the Highway Easement will have the right to use the surface of the easement area described in the attached Exhibit "B" for access or automobile parking purposes, once the compacted material is in place.

The rights and obligations of OCTA and the owner of the real property subject to the Highway Easement shall run with the land and be binding upon and/or inure to the benefit of OCTA's and the property owner's respective heirs, successors and assigns.

OCTA expressly reserves the right to convey, transfer, or assign the Highway Easement subject to the same rights and limitations described herein.

**EXHIBIT "B"**  
**LEGAL DESCRIPTION**

**Parcel 103720-2:** HIGHWAY EASEMENT

An easement for State highway purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 67°35'58" West and a length of 235.00 on the northeasterly line of said Parcel 1; thence along said certain course North 67°35'37" West, 207.32 to a point hereinafter referred to as Point "A"; thence leaving said certain course South 40°38'58" West, 501.71 feet to the **POINT OF BEGINNING**; thence continuing South 40°38'58" West, 95.95 feet; thence North 49°21'02" West, 1.50 feet; thence North 40°38'58" East, 95.95 feet; thence South 49°21'02" East, 1.50 feet to the **POINT OF BEGINNING**.

**Parcel 103720-3:** HIGHWAY EASEMENT

An easement for State highway purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at hereinbefore mentioned Point "A"; thence South 40°38'58" West, 340.99 feet to the **POINT OF BEGINNING**; thence continuing South 40°38'58" West, 155.72 feet; thence North 49°21'02" West, 1.50 feet; thence North 40°38'58" East, 155.72 feet; thence South 49°21'02" East, 1.50 feet to the **POINT OF BEGINNING**.

**Parcel 103720-4:** HIGHWAY EASEMENT

An easement for State highway purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at hereinbefore mentioned Point "A"; thence South 40°38'58" West, 180.27 feet to the **POINT OF BEGINNING**; thence continuing South 40°38'58" West, 155.72 feet; thence North 49°21'02" West, 1.50 feet; thence North 40°38'58" East, 155.72 feet; South 49°21'02" East, 1.50 feet to the **POINT OF BEGINNING**.

**Parcel 103720-5:** HIGHWAY EASEMENT

An easement for State highway purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at hereinbefore mentioned Point "A"; thence South 40°38'58" West, 19.61 feet to the **POINT OF BEGINNING**; thence continuing South 40°38'58" West, 155.66 feet; thence North 49°21'02" West, 1.50 feet; thence North 40°38'58" East, 155.66 feet; South 49°21'02" East, 1.50 feet to the **POINT OF BEGINNING**.


**Parcel 103720-6:** HIGHWAY EASEMENT

An easement for State highway purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**BEGINNING** at hereinbefore mentioned Point "A"; thence South 40°38'58" West, 14.61 feet; thence North 49°21'02" West, 1.50 feet; thence North 40°38'58" East, 14.12 feet to the northeasterly line of said Parcel 1; thence along said northeasterly line South 67°35'37" East, 1.58 feet to the **POINT OF BEGINNING**.

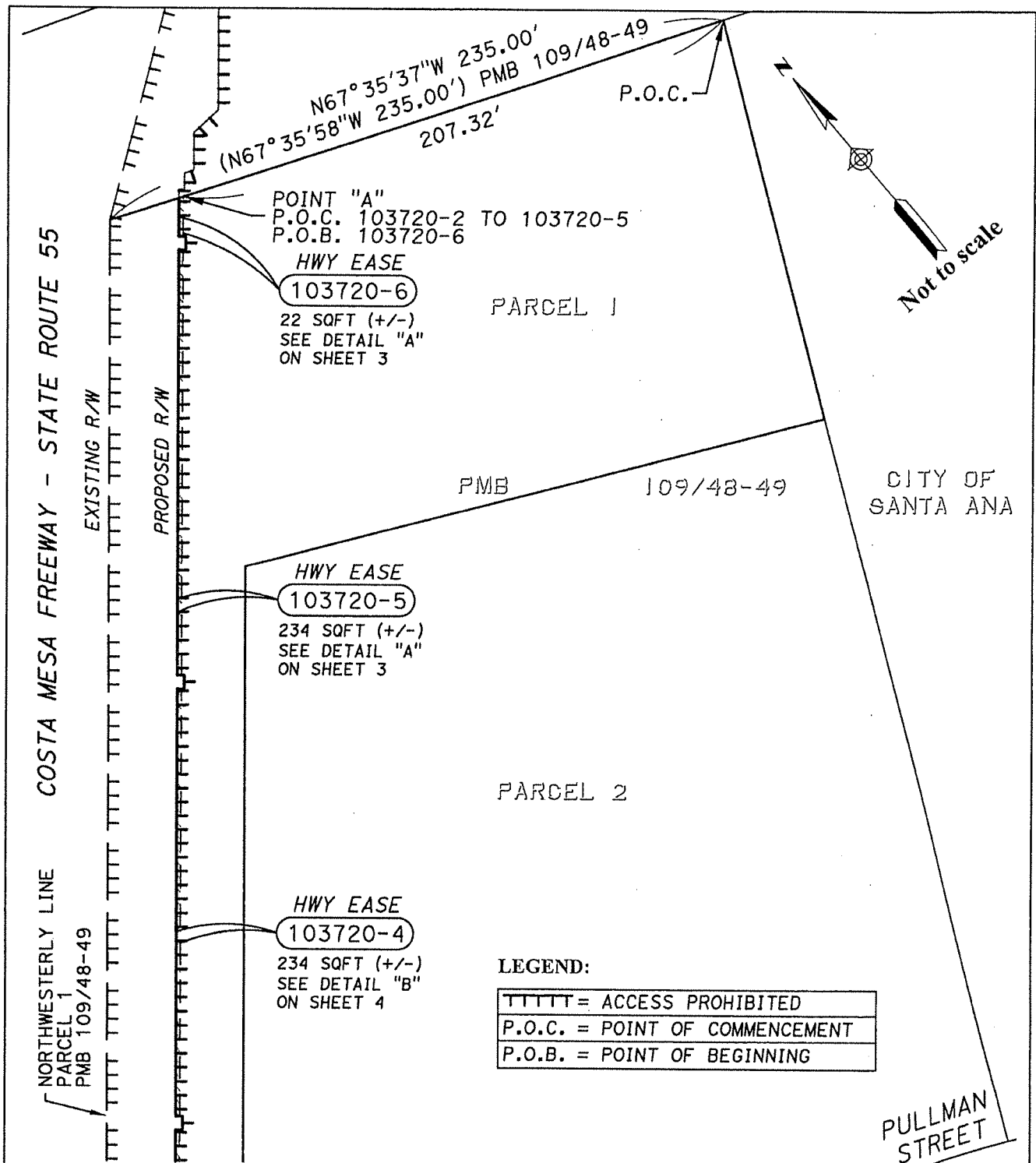
The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS



Date: 21 Jun 2021



DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)

SEE SHEET 2

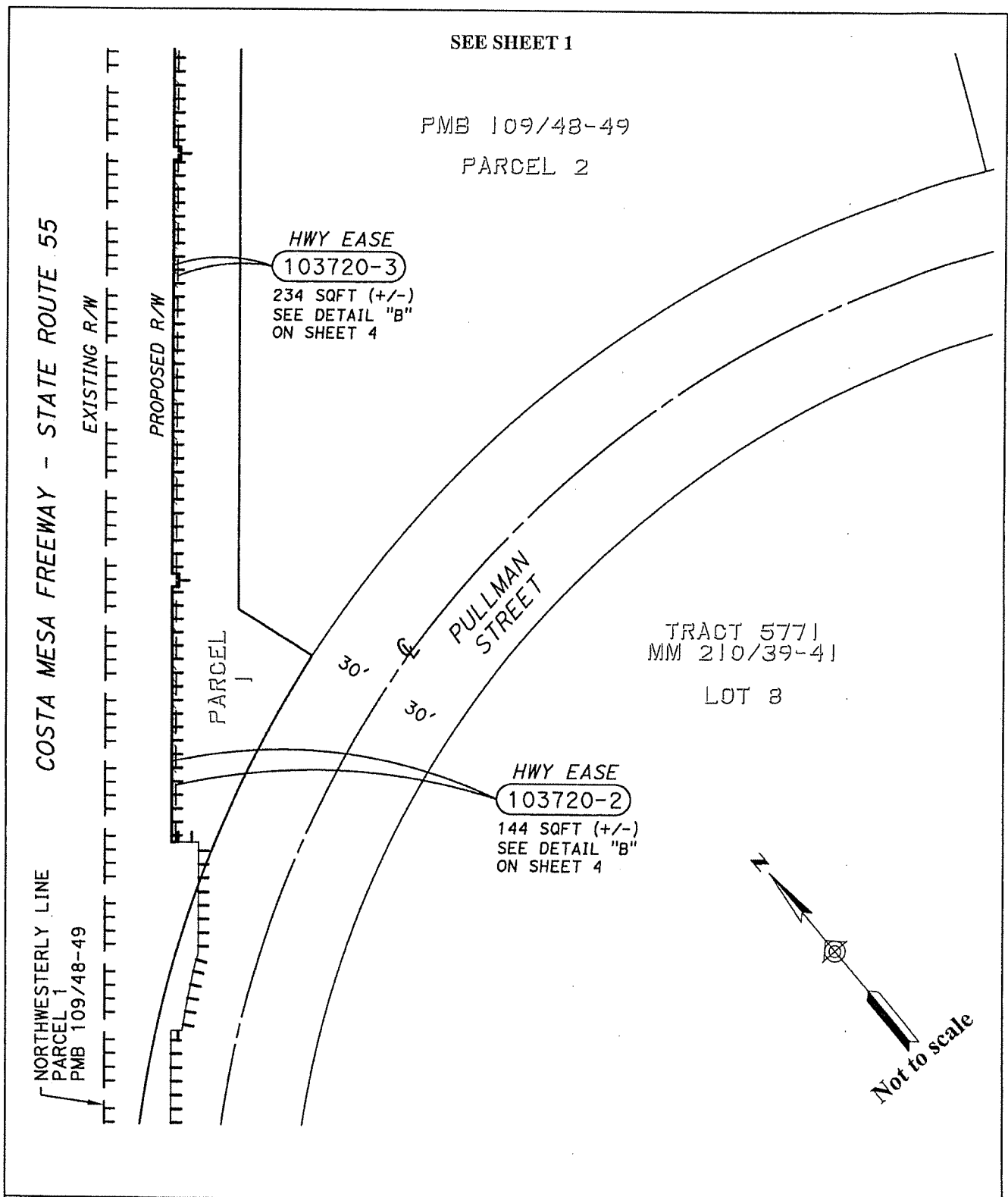
# EXHIBIT "B1"

(Page 1 of 4)

COUNTY: ORA  
 RTE: 55  
 P.M.: 8.3

NOT TO SCALE  
 DATE: APR 2021

PARCELS:  
 103720-2 TO  
 103720-6  
 APN: 430-012-03



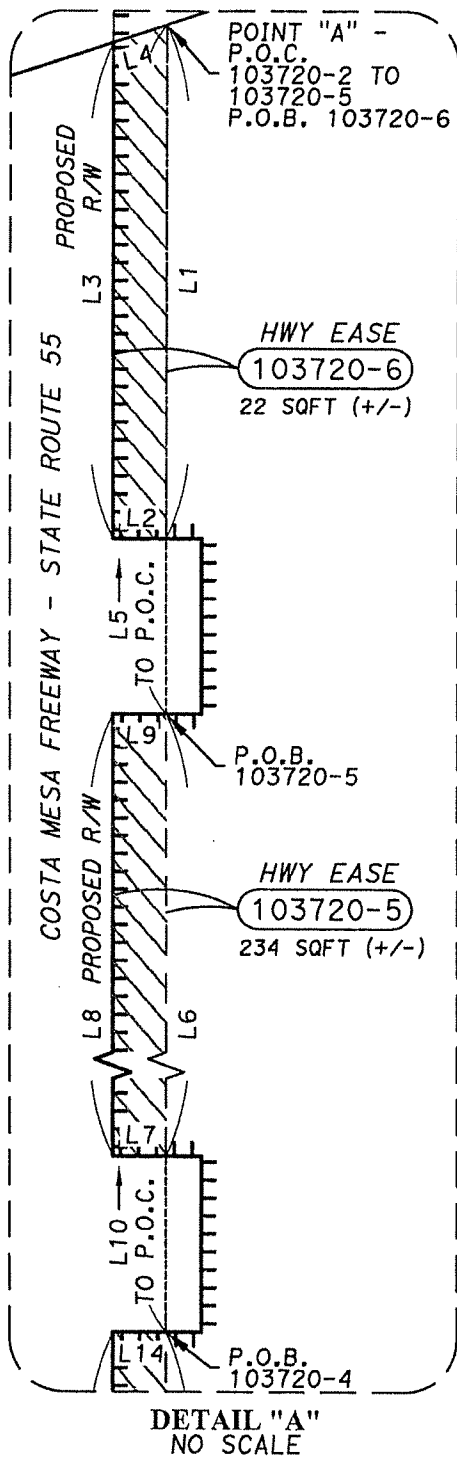
# EXHIBIT "B1"

(Page 2 of 4)

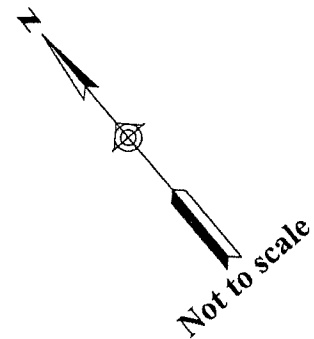
COUNTY: ORA  
RTE: 55  
P.M.: 8.3

NOT TO SCALE  
DATE: JUN2021

PARCELS:  
103720-2 TO  
103720-6  
APN: 430-012-03



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S40°38'58"W	14.61'
L2	N49°21'02"W	1.50'
L3	N40°38'58"E	14.12'
L4	S67°35'37"E	1.58'
L5	N40°38'58"E	19.61'
L6	S40°38'58"W	155.66'
L7	N49°21'02"W	1.50'
L8	N40°38'58"E	155.66'
L9	S49°21'02"E	1.50'
L10	N40°38'58"E	180.27'
L14	S49°21'02"E	1.50'



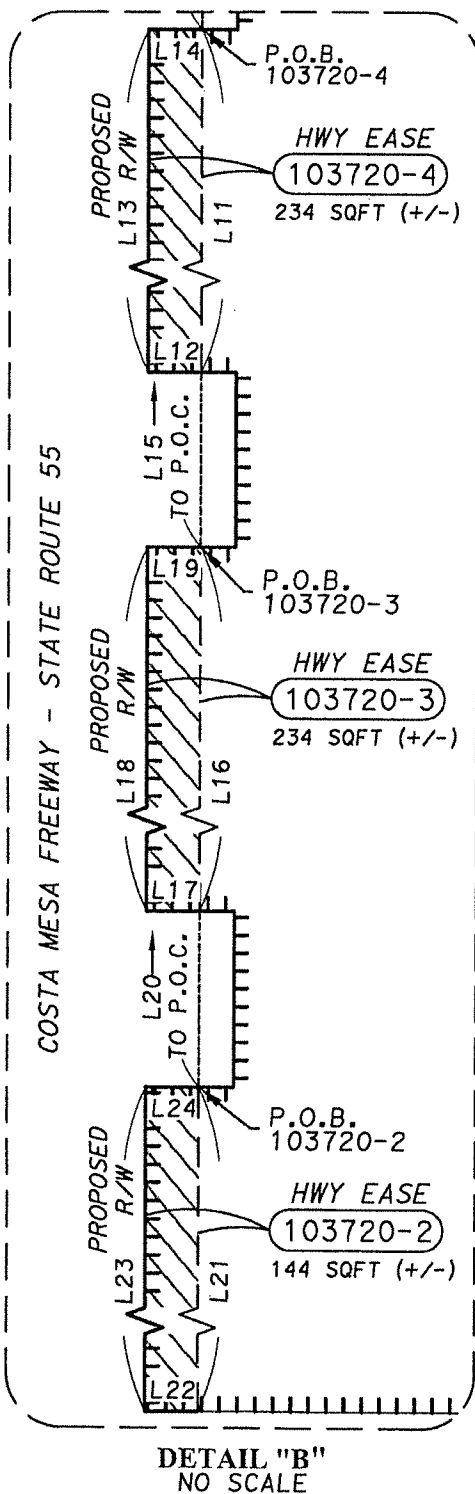
# EXHIBIT "B1"

(Page 3 of 4)

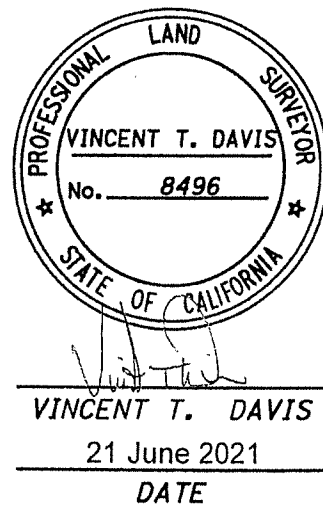
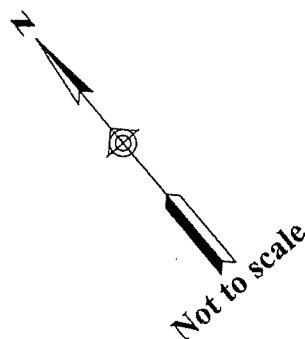
COUNTY: ORA  
RTE: 55  
P.M.: 8.3

NOT TO SCALE  
DATE: JUN2021

PARCELS:  
103720-2 TO  
103720-6  
APN: 430-012-03



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L11	S40°38'58"W	155.72'
L12	N49°21'02"W	1.50'
L13	N40°38'58"E	155.72'
L14	S49°21'02"E	1.50'
L15	N40°38'58"E	340.99'
L16	S40°38'58"W	155.72'
L17	N49°21'02"W	1.50'
L18	N40°38'58"E	155.72'
L19	S49°21'02"E	1.50'
L20	N40°38'58"E	501.71'
L21	S40°38'58"W	95.95'
L22	N49°21'02"W	1.50'
L23	N40°38'58"E	95.95'
L24	S49°21'02"E	1.50'



# EXHIBIT "B1"

(Page 4 of 4)

COUNTY: ORA  
RTE: 55  
P.M.: 8.3

NOT TO SCALE  
DATE: JUN2021

PARCELS:  
103720-2 TO  
103720-6  
APN: 430-012-03



EXHIBIT "C"

**MAINTENANCE ACCESS EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-03**

**Caltrans Parcel No.: 103720-7**

This non-exclusive maintenance access easement shall be in, on, over, under, and across that certain real property described in Exhibit "C" attached hereto, subject to the rights and limitations described herein ("Maintenance Easement"). The Maintenance Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") for the purposes of providing access to, and the inspection, maintenance, or replacement of, electrical and communication systems and appurtenances thereto constructed on the adjoining State right of way in connection with the SR 55 Freeway.

The owner(s) and occupant(s) of the real property subject to the Maintenance Easement shall not construct any permanent improvements within the easement area described in Exhibit "C", that would impede OCTA's rights as defined herein. The owner(s) and occupant(s) of the real property subject to the Maintenance Easement will have the right to use the surface of the easement area described in Exhibit "C" for access purposes.

The rights and obligations of OCTA and the owner(s) of the real property subject to the Maintenance Easement shall run with the land and be binding upon and/or inure to the benefit of OCTA's and the property owner's respective heirs, successors and assigns.

OCTA expressly reserves the right to convey, transfer, or assign the Maintenance Easement subject to the same rights and limitations described herein.

**EXHIBIT "C"**  
**LEGAL DESCRIPTION**


**Parcel 103720-7: MAINTENANCE/ACCESS EASEMENT**

An easement for maintenance and access in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**BEGINNING** at a point on the southerly line of said parcel 1, said point being on a curve concave southerly and having a radius of 429.99 feet, a radial line to said point bears North 20°40'03" West and is westerly a distance of 29.34 feet, measured along said southerly line through a central angle of 03°54'33" from the general easterly corner of said parcel 1, said point also being on the northerly line of pullman street, 60 feet wide, as shown on said parcel map; thence continuing westerly, 66.66 feet along said curve and said northerly line through a central angle of 08°52'57"; thence leaving said northerly line, North 40°38'58" East, 15.84 feet; thence North 49°21'02" West, 8.50 feet; thence North 40°38'58" East, 56.25 feet; thence South 19°26'06" East, 23.21 feet; thence North 72°24'53" East, 12.76 feet to the beginning of a curve, concave southwesterly and having a radius of 1.60 feet; thence southeasterly 3.29 feet along said curve through a central angle of 117°39'05"; thence South 10°03'58" West, 12.33 feet to the **POINT OF BEGINNING.**

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

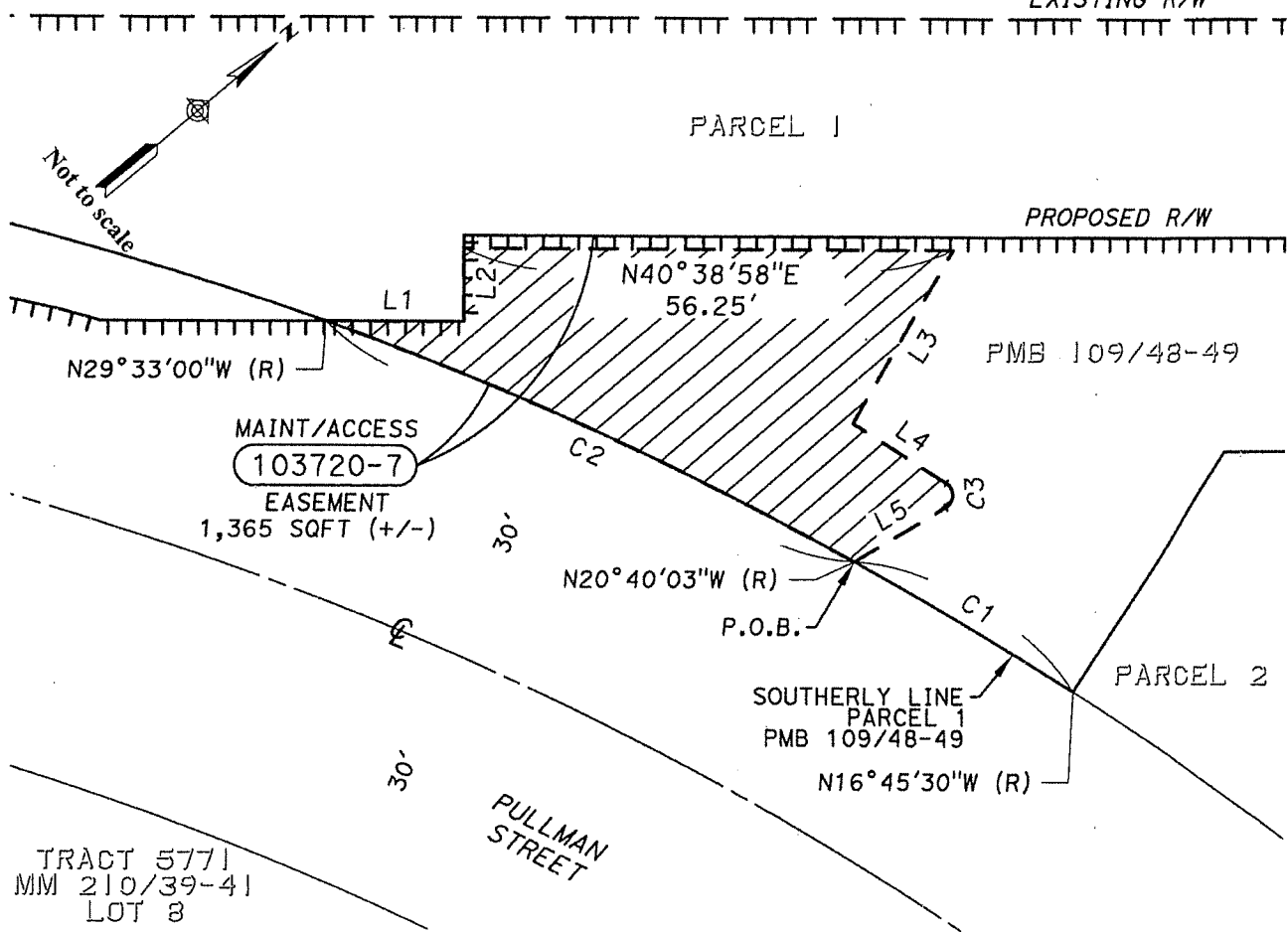
Signature:   
Vincent T. Davis, PLS

Date: 21 Jun 2021



# COSTA MESA FREEWAY - STATE ROUTE 55

EXISTING R/W



LINE DATA TABLE			CURVE DATA TABLE			
NO.	BEARING	DISTANCE	NO.	RADIUS	DELTA	LENGTH
L1	N40°38'58"E	15.84'	C1	429.99'	3°54'33"	29.34'
L2	N49°21'02"W	8.50'	C2	429.99'	8°52'57"	66.66'
L3	S19°26'06"E	23.21'	C3	1.60'	117°39'05"	3.29'
L4	N72°24'53"E	12.76'				
L5	S10°03'58"W	12.33'				

## LEGEND:

TTTTT = ACCESS PROHIBITED
P.O.B. = POINT OF BEGINNING
(R) = RADIAL



VINCENT T. DAVIS

21 Jun 2021

DATE

DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT  
COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)

# EXHIBIT "C1"

(Page 1 of 1)

COUNTY: ORA  
RTE: 55  
P.M.: 8.3

NOT TO SCALE  
DATE: JUN 2021

# PARCEL: 103720-7

APN: 430-012-03

EXHIBIT "D"

**PERMANENT SUBSURFACE UTILITY EASEMENT**  
**ATTACHMENT TO LEGAL DESCRIPTION**  
**Assessor Parcel No.: 430-012-03**  
**Parcel No.: 103720-8**

This permanent subsurface utility easement shall be in, on, over and under the real property described in Exhibit "D" attached hereto, subject to the rights and limitations described herein ("Utility Easement"). The Utility Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "Easement Holder") to construct, operate, use, maintain, alter, add to, reconstruct, enlarge, repair, renew, replace, inspect, improve, intersect, relocate, and/or remove, at any time and from time to time, electrical underground systems and communication systems, hereinafter referred to as "systems," consisting of wires, underground conduits, cables, vaults, manholes, handholes and other subsurface fixtures and equipment necessary or useful for conveying electric energy to be used for light, heat, power, and for transmitting intelligence by electrical means and/or other purposes, including the right of ingress and egress as herein described, in, under, on, over, along, and across the strip of land described in Exhibit "D" attached hereto ("Easement Area").

Easement Holder shall have free access to said systems placed within the Easement Area and every part thereof at all times over and along the strip of land described in Exhibit "D" for the purpose of exercising the rights herein described.

The owner and occupant of the real property subject to the Utility Easement shall not construct any permanent structures within the Easement Area described in Exhibit "D". The Easement Area will be restored to grade, and Easement Holder will replace any existing pavement material that is removed with functionally equivalent pavement material, within that portion of the Easement Area affected by Easement Holder's work. The owner(s) and occupants(s) of the real property subject to the Utility Easement will have the right to use the surface of the Easement Area for access purposes, and for all uses not inconsistent with the rights described herein, provided, however, that the exercise of such rights does not interfere with or endanger, in the opinion of Easement Holder, the operation or maintenance of the systems installed within the Utility Easement, or Easement Holder's ready access to said systems, or the exercise of any of the rights herein granted to Easement Holder.

No other easement or easements shall be granted on, under, over, or within the Utility Easement area described in Exhibit "D" without the previous written consent of the Easement Holder.

The rights and obligations of the Easement Holder and the owner of the real property subject to the Utility Easement shall run with the land and be binding upon and/or inure to the benefit of Easement Holder's and the property owner's respective heirs, successors and assigns.

Easement Holder expressly reserves the right to convey, transfer or assign the Utility Easement subject to the same rights and limitations described herein.

**EXHIBIT "D"**  
**LEGAL DESCRIPTION**  
**SERIAL NO: 72892A**  
**APN: 430-012-03**

**Parcel 103720-8: UNDERGROUND TRANSMISSION EASEMENT**


That portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**BEGINNING** at a point on the southerly line of said Parcel 1, said point being on a curve concave southerly and having a radius of 429.99 feet, a radial line to said point bears North 22°32'00" West and is southwesterly a distance of 43.34 feet, measured along said southerly line through a central angle of 05°46'30" from the general easterly corner of said Parcel 1, said point also being on the northerly line of Pullman Street, 60 feet wide, as shown on said Parcel Map; thence continuing along said curve and said northerly line, southwesterly 52.66 feet through a central angle of 07°01'00"; thence leaving said northerly line, North 40°38'58" East, 48.33 feet; thence South 49°21'02" East, 20.82 feet to the **POINT OF BEGINNING.**

The above described parcel contains a grid area of 475 square feet or 0.011 acres, more or less.

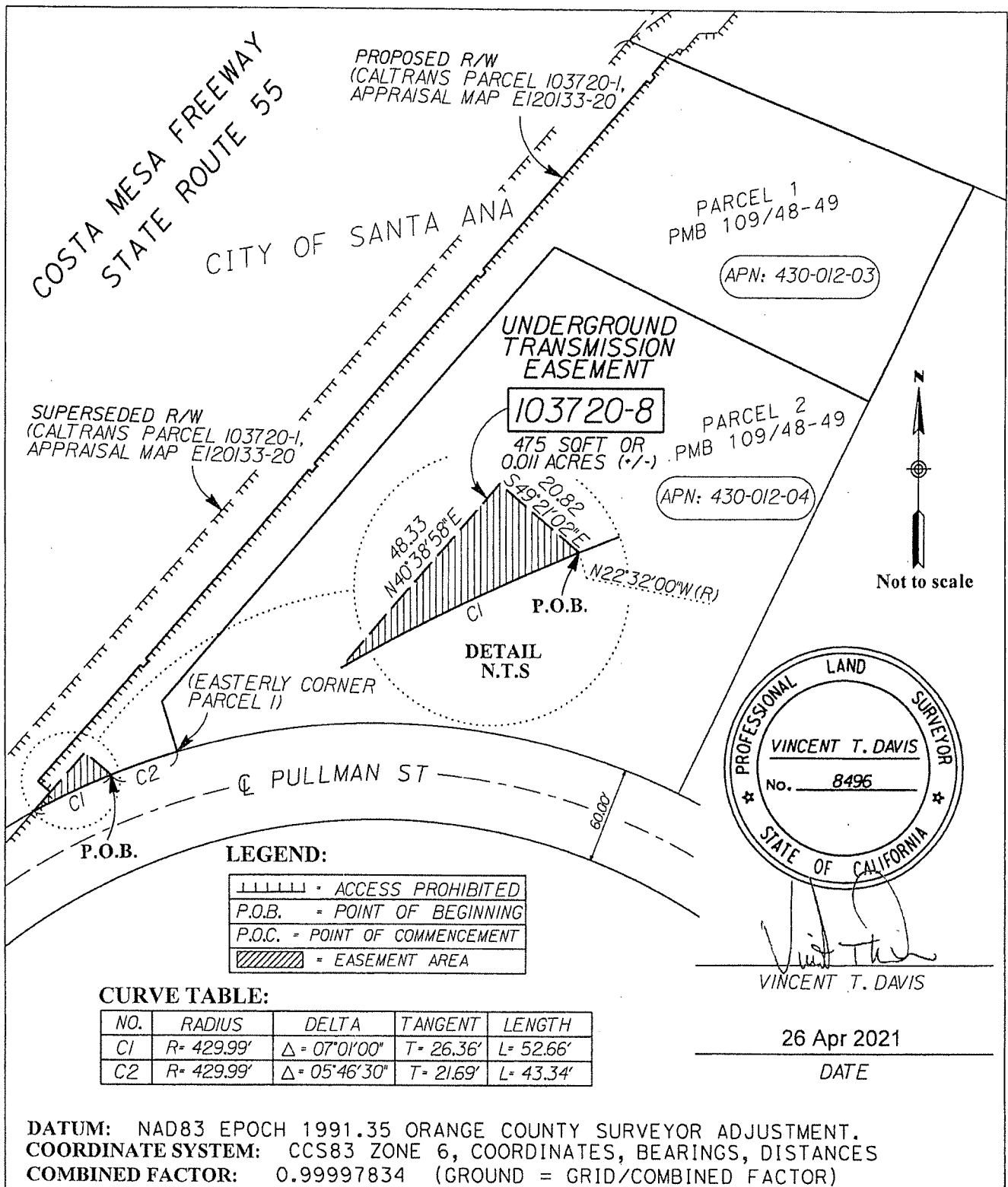
The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 26 APR 2021





**EXHIBIT "D1"**

(Page 1 of 1)

W.O. 801843918 NOT. 203698698

COUNTY: ORA  
RTE: 55  
P.M.: 8.4

NOT TO SCALE  
DATE: MAR 2021

**PARCEL:**  
**103720-8**  
SERIAL NO: 72892A



EXHIBIT "E"

**PERMANENT SUBSURFACE UTILITY EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-03**

**Parcel No.: 103720-9**

This permanent subsurface utility easement shall be in, on, over and under the real property described in Exhibit "E" attached hereto, subject to the rights and limitations described herein ("Utility Easement"). The Utility Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "Easement Holder") to construct, operate, use, maintain, alter, add to, reconstruct, enlarge, repair, renew, replace, inspect, improve, intersect, relocate, and/or remove, at any time and from time to time, electrical underground systems and communication systems, hereinafter referred to as "systems," consisting of wires, underground conduits, cables, vaults, manholes, handholes and other subsurface fixtures and equipment necessary or useful for conveying electric energy to be used for light, heat, power, and for transmitting intelligence by electrical means and/or other purposes, including the right of ingress and egress as herein described, in, under, on, over, along, and across the strip of land described in Exhibit "E" attached hereto ("Easement Area").

Easement Holder shall have free access to said systems placed within the Easement Area and every part thereof at all times over and along the strip of land described in Exhibit "E" for the purpose of exercising the rights herein described.

The owner and occupant of the real property subject to the Utility Easement shall not construct any permanent structures within the Easement Area described in Exhibit "E". The Easement Area will be restored to grade, and Easement Holder will replace any existing pavement material that is removed with functionally equivalent pavement material, within that portion of the Easement Area affected by Easement Holder's work. The owner(s) and occupants(s) of the real property subject to the Utility Easement will have the right to use the surface of the Easement Area for parking and access, and for all uses not inconsistent with the rights described herein, provided, however, that the exercise of such rights does not interfere with or endanger, in the opinion of Easement Holder, the operation or maintenance of the systems installed within the Utility Easement, or Easement Holder's ready access to said systems, or the exercise of any of the rights herein granted to Easement Holder.

No other easement or easements shall be granted on, under, over, or within the Utility Easement area described in Exhibit "E" without the previous written consent of the Easement Holder.

The rights and obligations of the Easement Holder and the owner of the real property subject to the Utility Easement shall run with the land and be binding upon and/or inure to the benefit of Easement Holder's and the property owner's respective heirs, successors and assigns.

Easement Holder expressly reserves the right to convey, transfer or assign the Utility Easement subject to the same rights and limitations described herein.

**EXHIBIT "E"**  
**LEGAL DESCRIPTION**  
SERIAL NO: 72892A  
APN: 430-012-03

**Parcel 103720-9: UNDERGROUND DISTRIBUTION EASEMENT**

That portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at the northerly terminus of that certain course in the general easterly line of said Parcel 1, having a bearing and distance of North 16°45'45" West, 32.73 feet; thence along said certain course South 16°45'28" East, 32.73 feet to a point on the northerly line of Pullman Street, 60 feet wide, as shown on said Parcel Map, said point also being on a non-tangent curve, concave southerly and having a radius of 429.99 feet, a radial line to said point bears North 16°45'30" West; thence westerly 5.24 feet along said curve and said northerly line through a central angle of 00°41'56" to the **POINT OF BEGINNING**, a radial line to said point bears North 17°27'26" West; thence continuing westerly 6.00 feet along said curve and said northerly line through a central angle of 00°47'58"; thence leaving said northerly line, North 17°56'24" West, 17.93 feet; thence South 72°03'36" West, 1.83 feet; thence North 17°56'24" West, 11.66 feet; thence North 72°03'36" East, 1.83 feet; thence North 17°56'24" West, 4.03 feet to the beginning of a curve, concave easterly and having a radius of 15.50 feet; thence northerly 15.85 feet along said curve through a central angle of 58°34'47"; thence North 40°38'23" East, 479.82 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 60.00 feet, a radial line to said curve bears North 15°52'13" West; thence easterly 9.73 feet along said curve through a central angle of 09°17'19"; thence South 40°38'23" West, 205.96 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 19.25 feet, a radial line to said curve bears North 02°51'24" West; thence easterly 9.73 feet along said curve through a central angle of 28°56'45" to the general southerly line of said Parcel 1, a radial line to said point bears North 26°05'20" East; thence along said southerly line South 40°37'42" West, 6.30 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 13.25 feet, a radial line to said curve bears North 19°14'16" East; thence leaving said southerly line, westerly and southwesterly 15.86 feet along

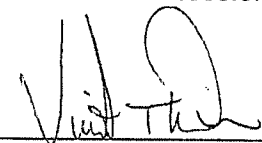
said curve through a central angle of 68°35'52"; thence South 40°38'23" West, 267.54 feet to the beginning of a curve, concave easterly and having a radius of 9.50 feet; thence southerly 9.71 feet along said curve through a central angle of 58°34'47"; thence South 17°56'24" East, 4.03 feet; thence North 72°03'36" East, 1.83 feet; thence South 17°56'24" East, 11.66 feet; thence South 72°03'36" West, 1.83 feet; thence South 17°56'24" East, 17.94 feet to the **POINT OF BEGINNING.**

The above describe parcel contains a grid area of 3,290 square feet or 0.075 acres, more or less.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: \_\_\_\_\_

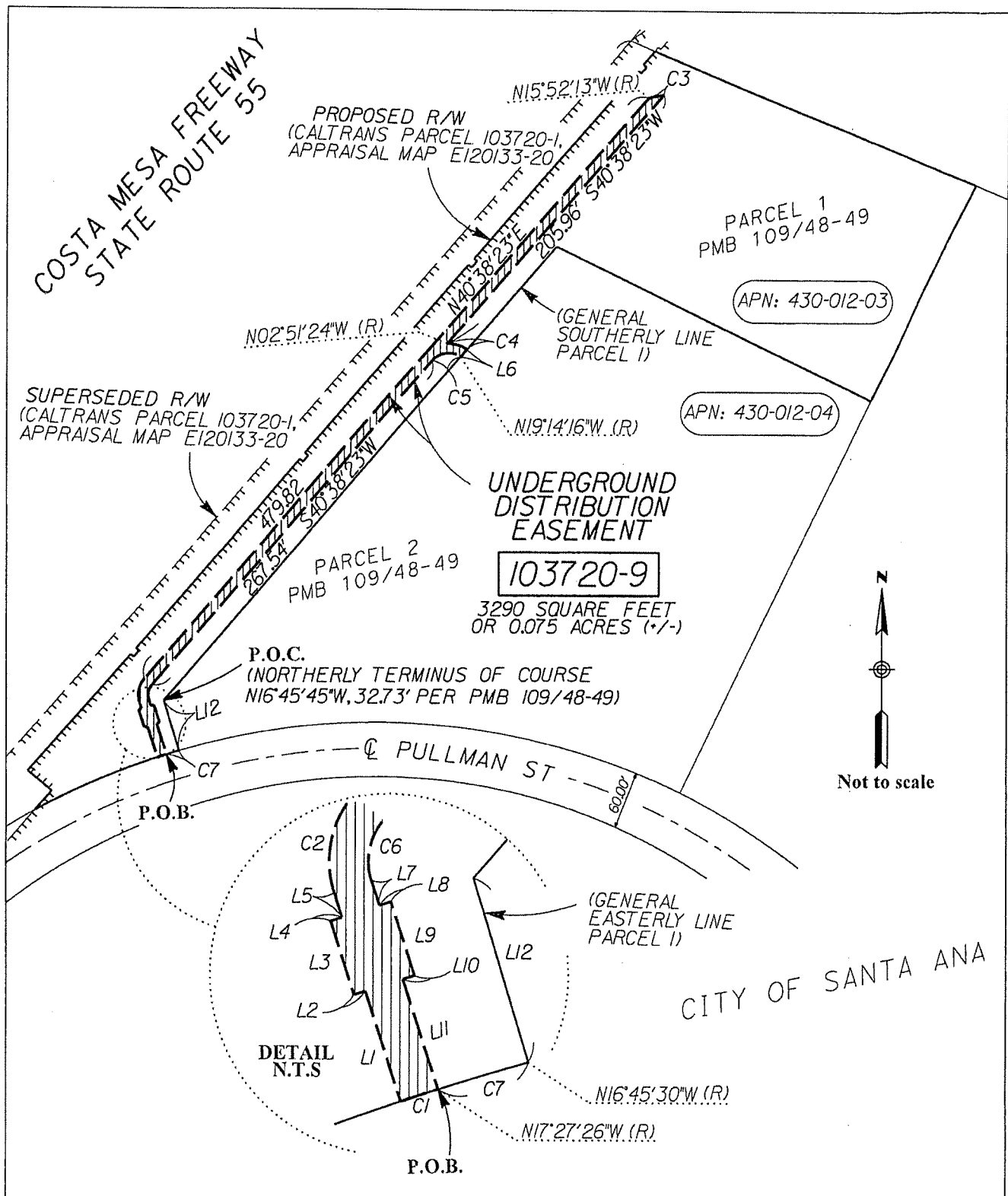


Vincent T. Davis, PLS

Date: \_\_\_\_\_

26 APR 2021





# EXHIBIT "E1"

(Page 1 of 2)

W.O. 801843918 NOT. 203698698

COUNTY: ORA  
RTE: 55  
P.M.: 8.4

NOT TO SCALE

DATE: MAR 2021

**PARCEL:**  
**103720-9**

SERIAL NO: 72892A

**DATUM:** NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
**COORDINATE SYSTEM:** CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
**COMBINED FACTOR:** 0.99997834 (GROUND = GRID/COMBINED FACTOR)

**LEGEND:**

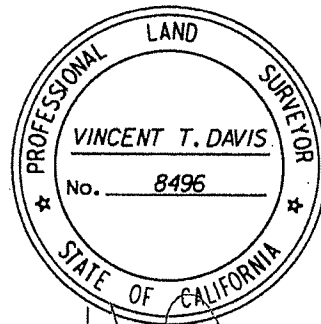
	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
////	EASEMENT AREA

**CURVE TABLE:**

NO.	RADIUS	DELTA	TANGENT	LENGTH
C1	R= 429.99'	$\Delta = 00^{\circ}47'58''$	T= 3.00'	L= 6.00'
C2	R= 15.50'	$\Delta = 58^{\circ}34'47''$	T= 8.69'	L= 15.85'
C3	R= 60.00'	$\Delta = 09^{\circ}17'19''$	T= 4.87'	L= 9.73'
C4	R= 19.25'	$\Delta = 28^{\circ}56'45''$	T= 4.97'	L= 9.73'
C5	R= 13.25'	$\Delta = 68^{\circ}35'52''$	T= 9.04'	L= 15.86'
C6	R= 9.50'	$\Delta = 58^{\circ}34'47''$	T= 5.33'	L= 9.71'
C7	R= 429.99'	$\Delta = 00^{\circ}41'56''$	T= 2.62'	L= 5.24'

**LINE DATA:**

NO.	BEARING	DISTANCE
L1	N17°56'24"W	17.93'
L2	S72°03'36"W	1.83'
L3	N17°56'24"W	11.66'
L4	N72°03'36"E	1.83'
L5	N17°56'24"W	4.03'
L6	S40°37'42"W	6.30'
L7	S17°56'24"E	4.03'
L8	N72°03'36"E	1.83'
L9	S17°56'24"E	11.66'
L10	S72°03'36"W	1.83'
L11	S17°56'24"E	17.94'
L12	S16°45'28"E	32.73'



VINCENT T. DAVIS

26 APR 2021

DATE

**EXHIBIT "E1"**

(Page 2 of 2)

W.O. 801843918 NOT. 203698698

COUNTY: ORA  
 RTE: 55  
 P.M.: 8.4

NOT TO SCALE  
 DATE: MAR 2021

**PARCEL:**  
**103720-9**

SERIAL NO: 72892A

EXHIBIT "F"

**PERMANENT SEWER EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-03**

**Caltrans Parcel No.: 103720-10**

This permanent sewer easement shall be in, on and under that certain real property described in Exhibit "F" attached hereto, subject to the rights and limitations described herein ("Sewer Easement"). The Sewer Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") for purposes of constructing, maintaining, repairing, relocating, and adjusting, as applicable, sewer main facilities and appurtenances thereto in connection with the construction of the SR 55 Improvement Project.

The owner and occupant(s) of the real property subject to the Sewer Easement shall not construct any permanent improvements within the easement area described in Exhibit "F" that would impede OCTA's rights as defined herein. The affected area within the Sewer Easement will be returned to a similar condition that existed prior to commencement of the construction activities. The owner(s) and occupant(s) of the real property subject to the Sewer Easement will have the right to use the surface of the easement area described and depicted in Exhibit "F" for access or automobile parking purposes, or landscaping consisting of ground cover and shrubs only, once the facilities are in place.

The rights and obligations of OCTA and the owner of the real property subject to the Sewer Easement shall run with the land and be binding upon and/or inure to the benefit of OCTA's and the property owner's respective heirs, successors and assigns.

OCTA expressly reserves the right to convey, transfer, or assign the Sewer Easement subject to the same rights and limitations described herein.



**EXHIBIT "F"**  
**LEGAL DESCRIPTION**

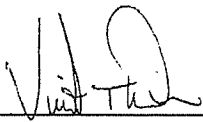
**Parcel 103720-10: SEWER EASEMENT**

An easement for sewer purposes in and to that portion of Parcel 1, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 109, Pages 48 and 49 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 67°35'58" West and a length of 235.00 feet on the northeasterly line of said Parcel 1; thence along said certain course, North 67°35'37" West, 208.90 feet to a point being South 67°35'37" East, 26.10 feet, as measured along said northeasterly line, from the most northerly corner of said Parcel 1; thence leaving said certain course, South 40°38'58" West, 12.64 feet; thence South 67°35'37" East, 8.73 feet to the **POINT OF BEGINNING**; thence continuing South 67°35'37" East, 27.77 feet; thence South 41°59'24" East, 28.76 feet; thence South 65°14'40" East, 51.32 feet; thence North 64°19'41" East, 19.53 feet; thence South 67°35'37" East, 16.13 feet; thence South 64°19'41" West, 35.95 feet; thence North 65°14'40" West, 59.44 feet; thence North 41°59'24" West, 56.27 feet to the **POINT OF BEGINNING**.

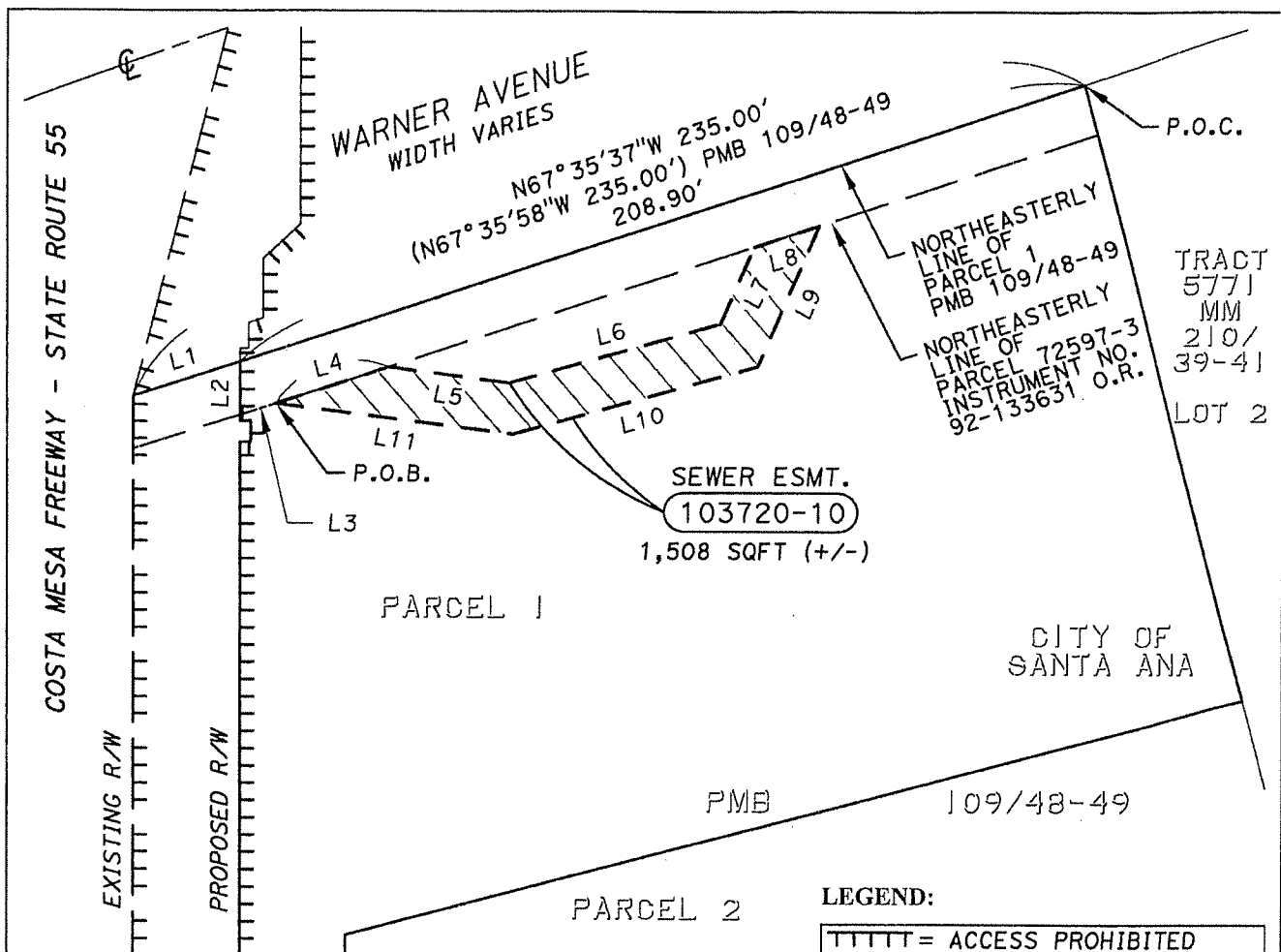
The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 21 Jun 2021



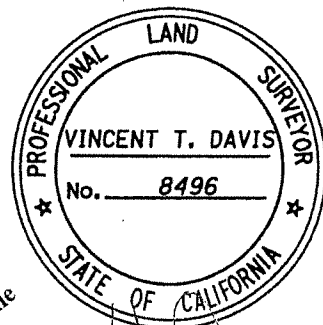


**LEGEND:**

TTTTT	= ACCESS PROHIBITED
P.O.C.	= POINT OF COMMENCEMENT
P.O.B.	= POINT OF BEGINNING

LINE DATA TABLE			LINE DATA TABLE		
NO.	BEARING	DISTANCE	NO.	BEARING	DISTANCE
L7	N64°19'41"E	19.53'	L1	S67°35'37"E	26.10'
L8	S67°35'37"E	16.13'	L2	S40°38'58"W	12.64'
L9	S64°19'41"W	35.95'	L3	S67°35'37"E	8.73'
L10	N65°14'40"W	59.44'	L4	S67°35'37"E	27.77'
L11	N41°59'24"W	56.27'	L5	S41°59'24"E	28.76'
			L6	S65°14'40"E	51.32'

DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT  
COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)



VINCENT T. DAVIS

21 Jun 2021

DATE

**EXHIBIT "F1"**

(Page 1 of 1)

COUNTY: ORA  
RTE: 55  
P.M.: 8.3

NOT TO SCALE  
DATE: JUN2021

**PARCEL:  
103720-10**

APN: 430-012-03

EXHIBIT "G"

**TEMPORARY CONSTRUCTION AND ACCESS EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-03**

**Caltrans Parcel No.: 103720-11**

This non-exclusive temporary construction and access easement shall be in, on, over, under, and across that certain real property described in Exhibit "G1" and depicted in Exhibit "G2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of twenty-four (24) months (subject to the Rights and Limitations of Use and Occupancy set forth below). Specifically, the actual physical construction activities within the TCE area shall be limited to a period of two (2) months within the twenty-four (24) month TCE period (the "Construction Period").

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- Reasonable pedestrian and vehicular access to the property shall be maintained.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the TCE, OCTA will install functionally equivalent pavement material as necessary to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "G1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103720-11**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-012-03

THAT PORTION OF PARCEL 1, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 109, PAGES 48 AND 49, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHEASTERLY TERMINUS OF THE CURVE DESCRIBED AS "D=81°12'24" R=400.00' L=566.93'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 399.99 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 31°52'44" EAST;

THENCE NORTHWESTERLY, WESTERLY AND SOUTHWESTERLY ALONG SAID CENTERLINE OF PULLMAN STREET AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 61°25'44", AN ARC LENGTH OF 428.84 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET AND ALONG A LINE RADIAL TO SAID CURVE NORTH 29°33'00" WEST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET; SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 429.99 FEET; A RADIAL LINE TO SAID CURVE BEARS NORTH 29°33'00" WEST;

THENCE NORTHEASTERLY 63.00 FEET ALONG SAID CURVE AND SAID NORTHWESTERLY RIGHT-OF-WAY LINE, SAID LINE ALSO BEING THE SOUTHERLY LINE OF SAID PARCEL 1, THROUGH A CENTRAL ANGLE OF 08°23'41" TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF WAY NORTH 17°56'24" WEST, 41.47 FEET;

THENCE NORTH 40°38'58" EAST, 474.76 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 60.00 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 49°21'02" WEST;

THENCE NORTHEASTERLY 49.05 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46°50'05";

THENCE SOUTH 40°38'23" WEST, 198.61 FEET;

THENCE SOUTH 64°19'34" EAST, 5.60 FEET TO THE SOUTHEASTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID SOUTHEASTERLY LINE, SOUTH 40°37'42" WEST, 25.79 FEET;

THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTH 49°21'37" WEST, 5.42 FEET;

THENCE SOUTH 40°38'23" WEST, 267.61 FEET;

THENCE SOUTH 16°45'28" EAST, 39.22 FEET TO SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET AND THE SOUTHERLY LINE OF SAID PARCEL, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 429.99 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 16°45'30" WEST;

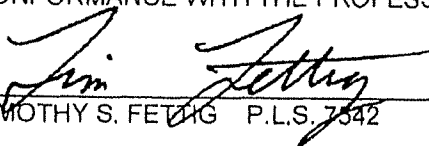
THENCE SOUTHWESTERLY 33.00 FEET ALONG SAID CURVE AND SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND SAID SOUTHERLY LINE OF PARCEL 1 THROUGH A CENTRAL ANGLE OF 04°23'49" TO THE **TRUE POINT OF BEGINNING**;

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 10,804 SQUARE FEET OR 0.248 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "G2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

6/10/2020

DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

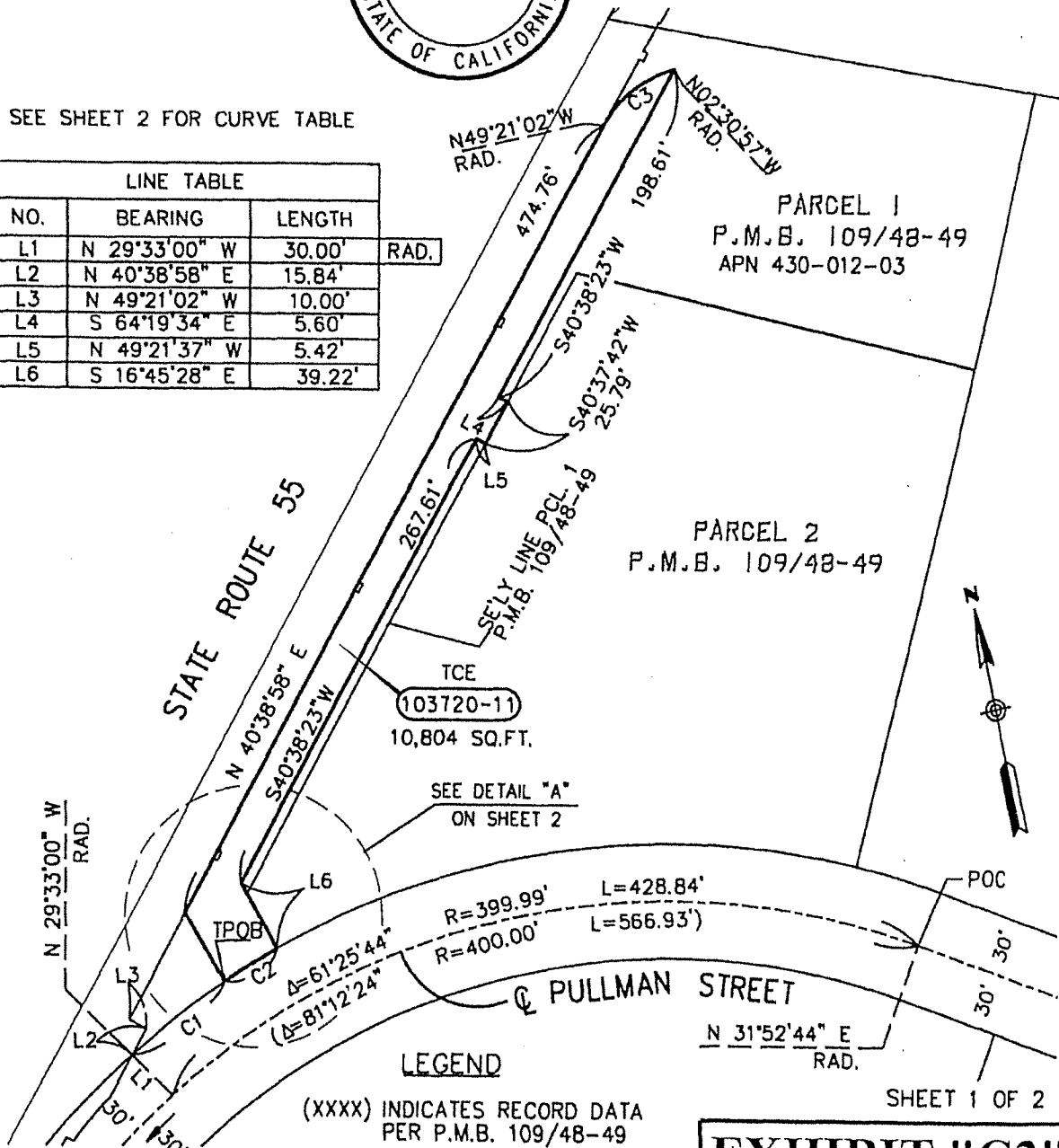
*Tim Fetting*  
TIMOTHY S. FETTING P.L.S. 7542

6/10/20

DATE

SEE SHEET 2 FOR CURVE TABLE

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 29°33'00" W	30.00'
L2	N 40°38'58" E	15.84'
L3	N 49°21'02" W	10.00'
L4	S 64°19'34" E	5.60'
L5	N 49°21'37" W	5.42'
L6	S 16°45'28" E	39.22'

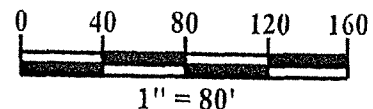


THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).

ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

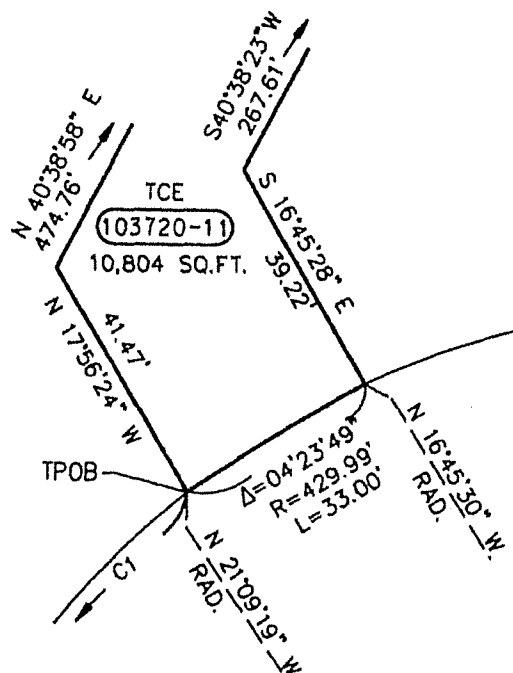
EXHIBIT "G2"

103720-11



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	08°23'41"	429.99'	63.00'
C2	04°23'49"	429.99'	33.00'
C3	46°50'05"	60.00'	49.05'



DETAIL "A"

N.T.S.

SHEET 2 OF 2

EXHIBIT "G2"

103720-11

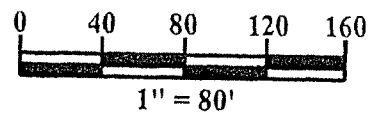




EXHIBIT "H"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Assessor Parcel No.: 430-012-03  
Caltrans Parcel No.: 103720-12 and 103720-13**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibits "H1" and "I1" and depicted in Exhibits "H2" and "I2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of twenty-four (24) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the twenty-four (24) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining twelve (12) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "H1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103720-12**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-012-03

THAT PORTION OF PARCEL 1, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 109, PAGES 48 AND 49, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHEASTERLY TERMINUS OF THE CURVE DESCRIBED AS "D=81°12'24" R=400.00' L=566.93'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 399.99 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 31°52'44" EAST;

THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF PULLMAN STREET AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°55'41", AN ARC LENGTH OF 41.39 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET AND ALONG A LINE RADIAL TO SAID CURVE NORTH 25°57'03" EAST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING AND THE MOST SOUTHEASTERLY CORNER OF PARCEL 2 OF SAID PARCEL MAP;

THENCE ALONG THE SOUTHEASTERLY LINE OF PARCELS 1 AND 2 OF SAID PARCEL MAP, NORTH 25°57'00" EAST 421.95 FEET TO THE MOST WESTERLY CORNER OF SAID PARCEL 1;

THENCE ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1, NORTH 67°35'37" WEST, 208.90 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE, SOUTH 40°38'58" WEST 12.64 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 67°35'37" EAST, 8.73 FEET;

THENCE SOUTH 41°59'24" EAST, 56.27 FEET;

THENCE SOUTH 65°14'40" EAST, 59.44 FEET;

THENCE NORTH 64°19'41" EAST, 35.95 FEET TO A LINE THAT BEARS SOUTH 67°35'37" EAST FROM THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID LINE, SOUTH 67°35'37" EAST, 24.97 FEET;

THENCE LEAVING SAID LINE, SOUTH 22°24'23" WEST, 36.45 FEET;

THENCE NORTH 63°53'22" WEST, 176.47 FEET TO A LINE THAT BEARS SOUTH 40°38'58" WEST FROM SAID TRUE POINT OF BEGINNING;

THENCE NORTH 40°38'58" EAST, 19.89 FEET ALONG SAID LINE;

THENCE LEAVING SAID LINE SOUTH 49°21'02" EAST, 2.50 FEET;

THENCE NORTH 40°38'58" EAST 5.00 FEET;

THENCE NORTH 49°21'02" WEST 2.50 FEET TO SAID LINE THAT BEARS SOUTH 40°38'58" WEST FROM SAID TRUE POINT OF BEGINNING;

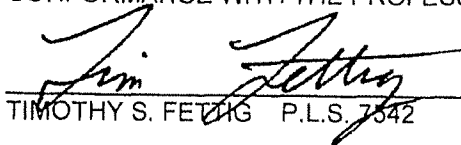
THENCE ALONG SAID LINE NORTH 40°38'58" EAST 1.48 FEET THE **TRUE POINT OF BEGINNING**;

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 2,844 SQUARE FEET OR 0.065 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "H2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTIG P.L.S. 7542

6/10/2020  
DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fettig*  
TIMOTHY S. FETTIG P.L.S. 7542 DATE 6/10/20

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 29°33'00" W	30.00'
L2	N 40°38'58" E	15.84'
L3	N 49°21'02" W	10.00'
L4	S 67°35'37" E	26.10'
L5	N 25°57'03" E	30.00'
L6	N 40°38'58" E	12.64'

SEE DETAIL "B"  
ON SHEET 2

SEE SHEET 2 FOR CURVE TABLE



STATE ROUTE 55

PARCEL 2  
P.M.B. 109/48-49

TCE  
103720-12  
2,844 SQ.FT.

PARCEL 1  
P.M.B. 109/48-49  
APN 430-012-03

SEE DETAIL "A"  
ON SHEET 2  
N 25°57'00" E (RAD.)  
421.95' (421.89')  
SELY LINE PARCELS 1 AND 2  
P.M.B. 109/48-49

N 29°33'00" W  
RAD.

L3  
L2  
L1

Δ=61°25'44"  
Δ=81°12'24"  
R=399.99'  
R=400.00'  
L=428.84'  
L=566.93'

PULLMAN STREET

N 31°52'44" E  
RAD.

LEGEND

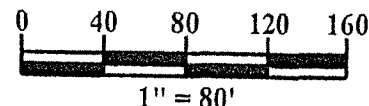
(XXXX) INDICATES RECORD DATA  
PER P.M.B. 109/48-49

SHEET 1 OF 2

THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

EXHIBIT "H2"

103720-12

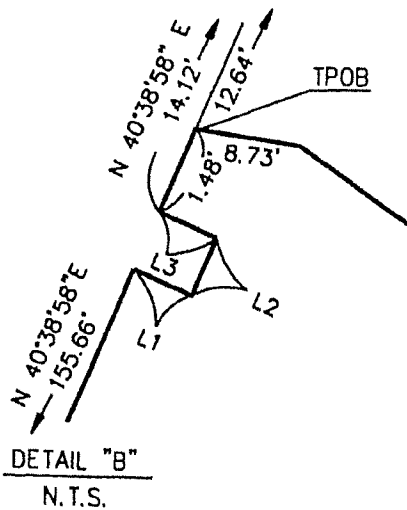
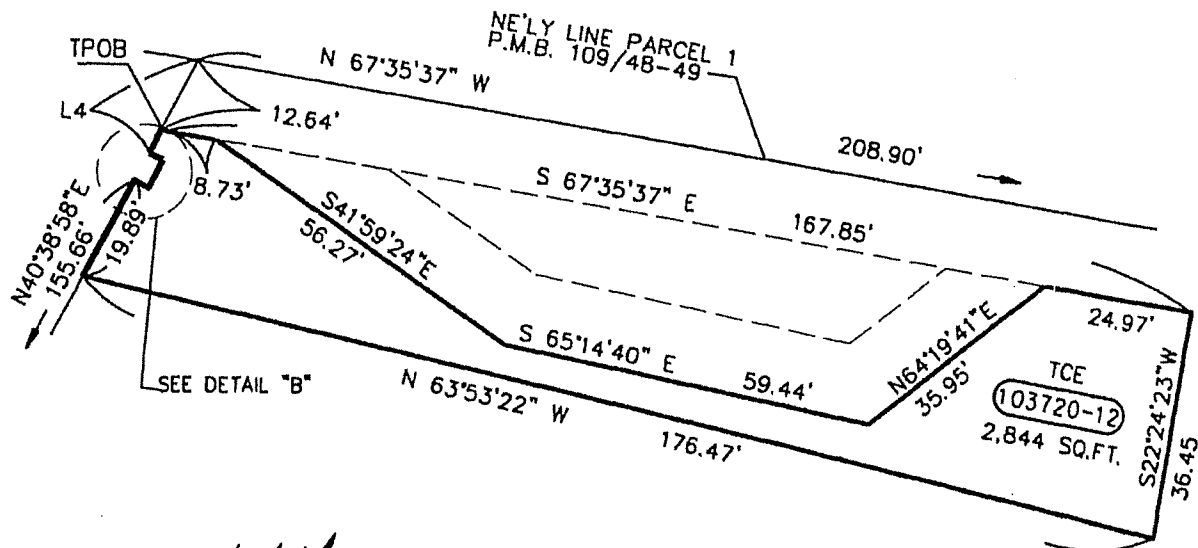


PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

DETAIL "A"  
N.T.S.

LINE TABLE		
NO.	BEARING	LENGTH
L1	S 49°21'02" E	2.50'
L2	N 40°38'58" E	5.00'
L3	N 49°21'02" W	2.50'
L4	S 40°38'58" W	14.12'

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	05°55'41"	399.99'	41.39'



SHEET 2 OF 2

EXHIBIT "H2"

103720-12

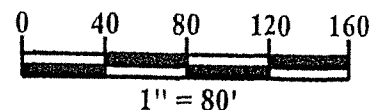


EXHIBIT "I"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Assessor Parcel No.: 430-012-03  
Caltrans Parcel No.: 103720-12 and 103720-13**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibits "H1" and "I1" and depicted in Exhibits "H2" and "I2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of twenty-four (24) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the twenty-four (24) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining twelve (12) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.



**EXHIBIT "11"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103720-13**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-012-03

THAT PORTION OF PARCEL 1, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 109, PAGES 48 AND 49, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHEASTERLY TERMINUS OF THE CURVE DESCRIBED AS "D=81°12'24" R=400.00' L=566.93'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 399.99 FEET, A RADIAL LINE TO SAID CURVE BEARS NORTH 31°52'44" EAST;

THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF PULLMAN STREET AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°55'41", AN ARC LENGTH OF 41.39 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET AND ALONG A LINE RADIAL TO SAID CURVE NORTH 25°57'03" EAST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHERLY CORNER OF PARCEL 2 OF SAID PARCEL MAP;

THENCE ALONG THE SOUTHEASTERLY LINE OF PARCELS 1 AND 2 OF SAID PARCEL MAP, NORTH 25°57'00" EAST 421.95 FEET TO THE MOST WESTERLY CORNER OF SAID PARCEL 1;

THENCE ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1, NORTH 67°35'37" WEST, 208.90 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE, SOUTH 40°38'58" WEST 12.64 FEET;

THENCE SOUTH 67°35'37" EAST, 36.50 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 41°59'24" EAST, 28.76 FEET;

THENCE SOUTH 65°14'40" EAST, 51.32 FEET;

THENCE NORTH 64°19'41" EAST, 19.53 FEET TO A LINE THAT BEARS SOUTH 67°35'37" EAST FROM THE TRUE POINT OF BEGINNING;

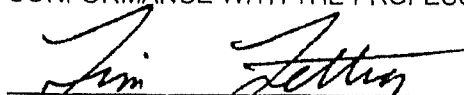
THENCE ALONG SAID LINE, NORTH 67°35'37" WEST, 90.25 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 947 SQUARE FEET OR 0.022 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "I2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

6/10/2020

DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fettig* 6/10/20  
TIMOTHY S. FETTIG P.L.S. 7542 DATE

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 29°33'00" W	30.00'
L2	N 40°38'58" E	15.84'
L3	N 49°21'02" W	10.00'
L4	S 67°35'37" E	26.10'
L5	N 25°57'03" E	30.00'
L6	N 40°38'58" E	12.64'

SEE DETAIL "B"  
ON SHEET 2

SEE SHEET 2 FOR CURVE TABLE



STATE ROUTE 55

PARCEL 2  
P.M.B. 109/48-49

PARCEL 1  
P.M.B. 109/48-49  
APN 430-012-03

103720-13  
947 SQ.FT.

SEE DETAIL "A"  
ON SHEET 2

N 25°57'00" E (RAD.)  
SE'LY LINE PARCELS 1 AND 2  
P.M.B. 109/48-49  
(421.89')

N 29°33'00" W  
RAD.

L3  
L2  
L1

Δ=61°25'44"  
Δ=81°12'24"  
R=399.99'  
R=400.00'  
L=428.83'  
L=566.93'

LEGEND

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 109/48-49

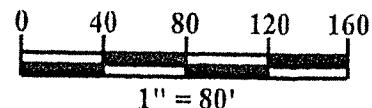
N 31°52'44" E  
RAD.

SHEET 1 OF 2

THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

EXHIBIT "I2"

103720-13



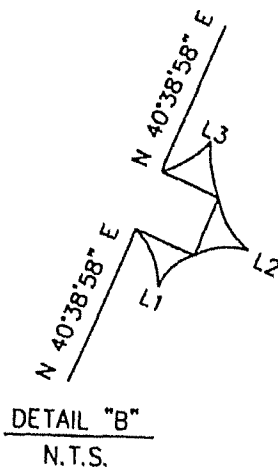
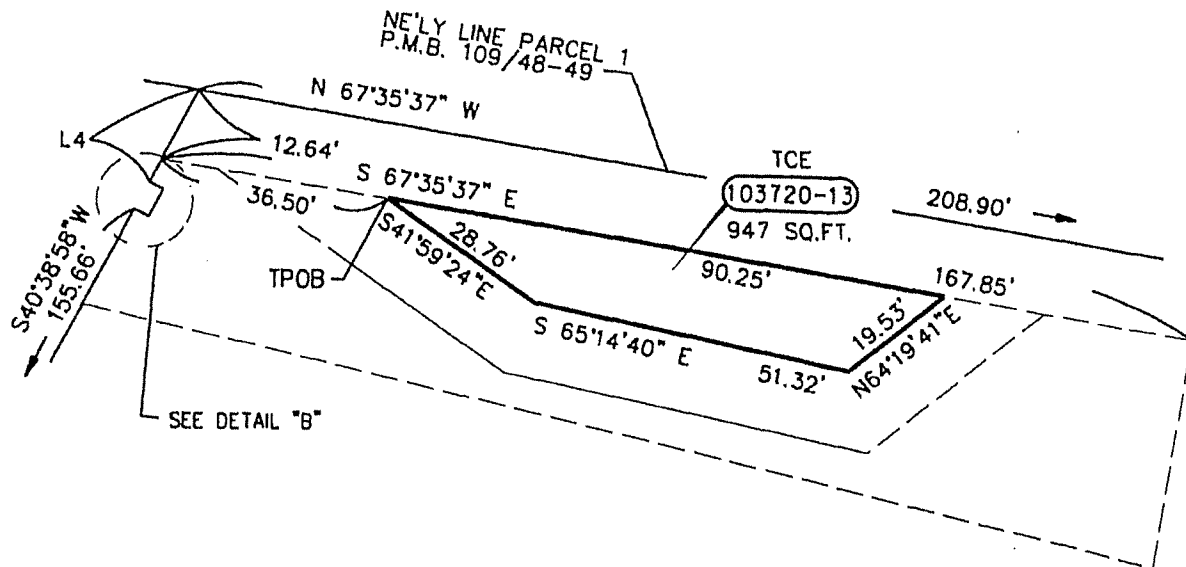
PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

DETAIL "A"

N.T.S.

LINE TABLE		
NO.	BEARING	LENGTH
L1	S 49°21'02" E	2.50'
L2	N 40°38'58" E	5.00'
L3	N 49°21'02" W	2.50'
L4	S 40°38'58" W	14.12'

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	05°55'41"	399.99'	41.39'



SHEET 2 OF 2

EXHIBIT "I2"

103720-13

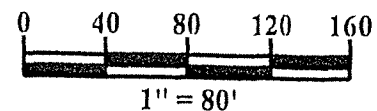


EXHIBIT "J"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-012-03**

**Caltrans Parcel No.: 103720-14**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "J1" and depicted in Exhibit "J2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twenty-four (24) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining thirty-six (36) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "J1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103720-14**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-012-03

THAT PORTION OF PARCEL 1, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 109, PAGES 48 AND 49, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHEASTERLY TERMINUS OF THE CURVE DESCRIBED AS "D=81°12'24" R=400.00' L=566.93'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 399.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 31°52'44" EAST;

THENCE NORTHWESTERLY, WESTERLY AND SOUTHWESTERLY ALONG SAID CENTERLINE OF PULLMAN STREET AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 61°25'44", AN ARC LENGTH OF 428.84 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET AND ALONG A LINE RADIAL TO SAID CURVE NORTH 29°33'00" WEST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET;

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE, NORTH 40°38'58" EAST, 15.84 FEET;

THENCE NORTH 49°21'02" WEST, 8.50 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 40°38'58" EAST, 95.95 FEET;

THENCE SOUTH 49°21'02" EAST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 5.00 FEET;

THENCE NORTH 49°21'02" WEST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 155.72 FEET;

THENCE SOUTH 49°21'02" EAST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 5.00 FEET;

THENCE NORTH 49°21'02" WEST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 155.72 FEET;

THENCE SOUTH 49°21'02" EAST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 5.00 FEET;

THENCE NORTH 49°21'02" WEST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 155.66 FEET;

THENCE SOUTH 49°21'02" EAST, 1.00 FEET;

THENCE NORTH 40°38'58" EAST, 5.00 FEET;

THENCE NORTH 49°21'02" WEST, 1.00 FEET

THENCE NORTH 40°38'58" EAST, 14.61 FEET TO THE NORTHEASTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID NORTHEASTERLY LINE SOUTH 67°35'37" EAST, 3.69 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE SOUTH 40°38'58" WEST, 598.81 FEET TO A LINE THAT BEARS SOUTH 49°21'02" EAST FROM THE TRUE POINT OF BEGINNING;

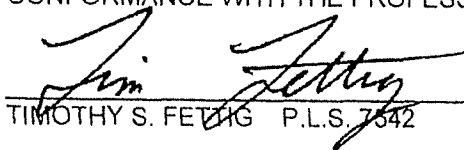
THENCE ALONG SAID LINE NORTH 49°21'02" WEST, 3.50 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 2,074 SQUARE FEET OR 0.048 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "J2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

6/10/2020

DATE





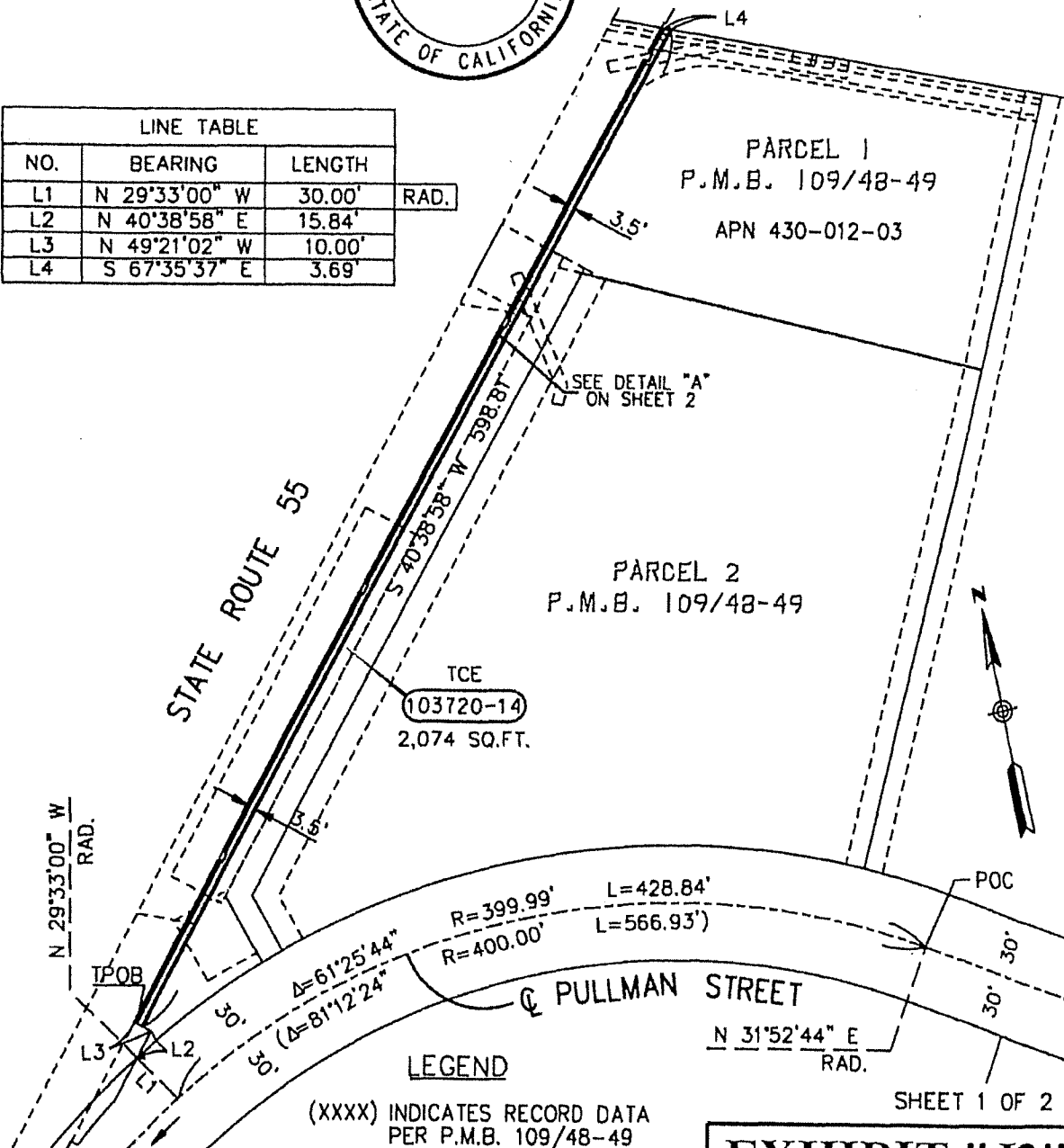
PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetic* 6/10/20  
TIMOTHY S. FETIC P.L.S. 7542 DATE

LINE TABLE			
NO.	BEARING	LENGTH	
L1	N 29°33'00" W	30.00'	RAD.
L2	N 40°38'58" E	15.84'	
L3	N 49°21'02" W	10.00'	
L4	S 67°35'37" E	3.69'	



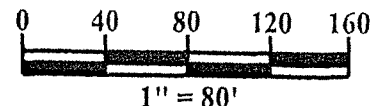
(XXXX) INDICATES RECORD DATA  
PER P.M.B. 109/48-49

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EXHIBIT "J2"

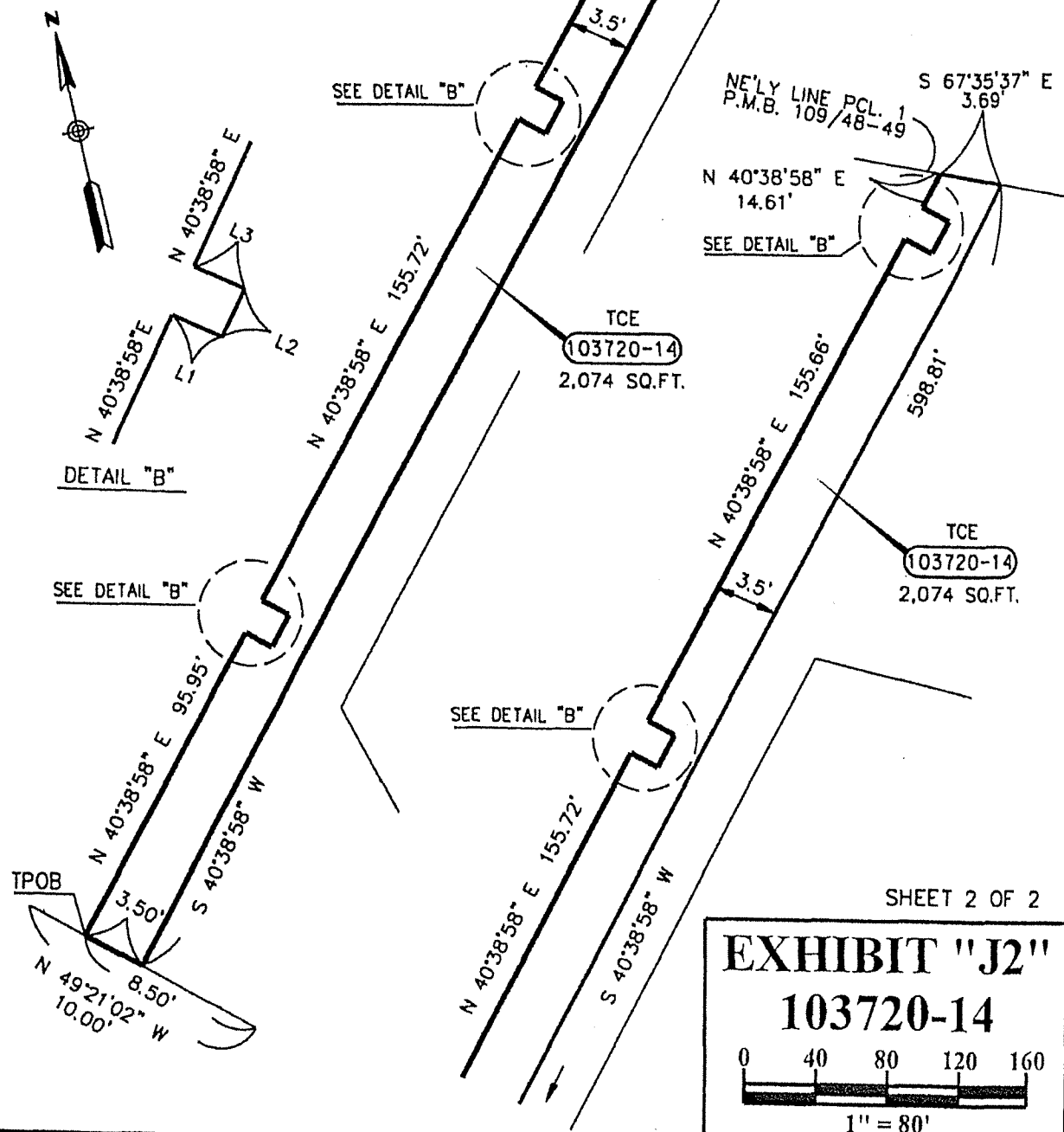
103720-14



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

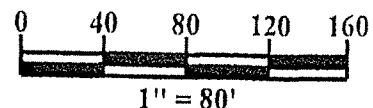
DETAIL "A"  
N.T.S.

LINE TABLE		
NO.	BEARING	LENGTH
L1	S 49°21'02" E	1.00'
L2	N 40°38'58" E	5.00'
L3	N 49°21'02" W	1.00'



SHEET 2 OF 2

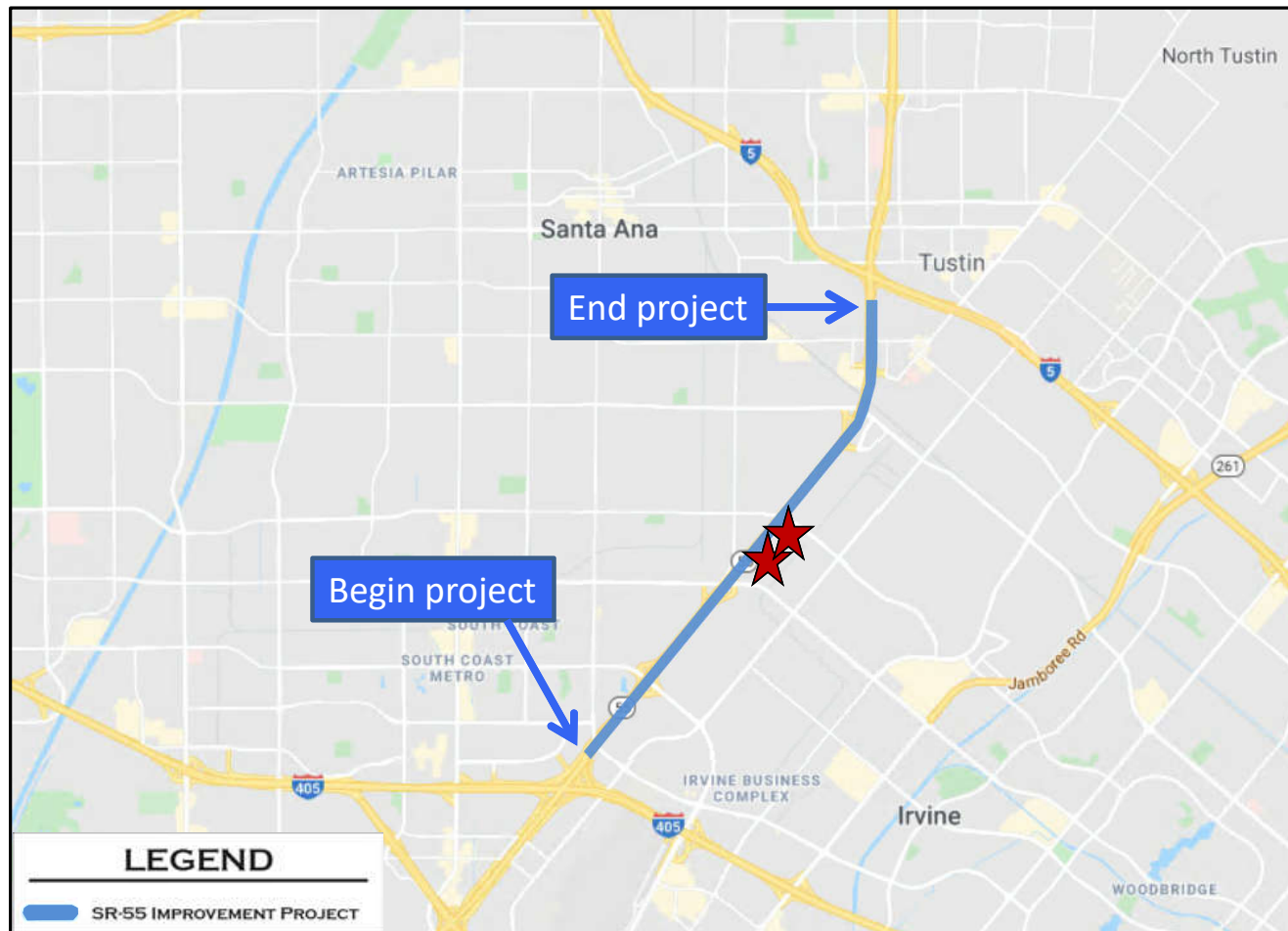
EXHIBIT "J2"  
103720-14





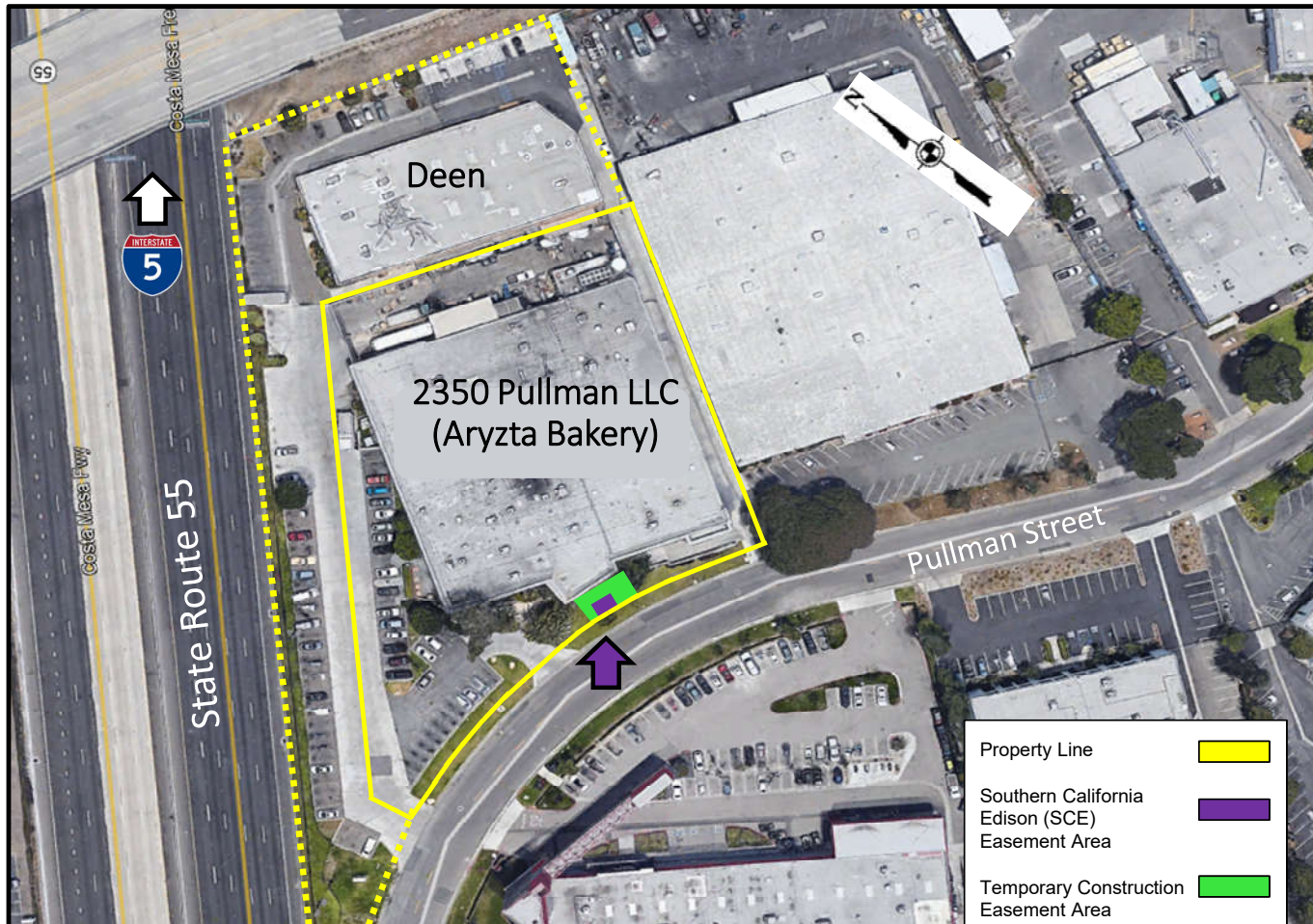
# **Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**

# State Route 55 Improvement Project Resolutions of Necessity Locations



# Resolution of Necessity No. 2021-049

## 2350 Pullman, LLC





# Resolution of Necessity No. 2021-050

## Omar Deen



# Resolution of Necessity No. 2021-050

## Omar Deen





# Resolution of Necessity No. 2021-050

## Omar Deen



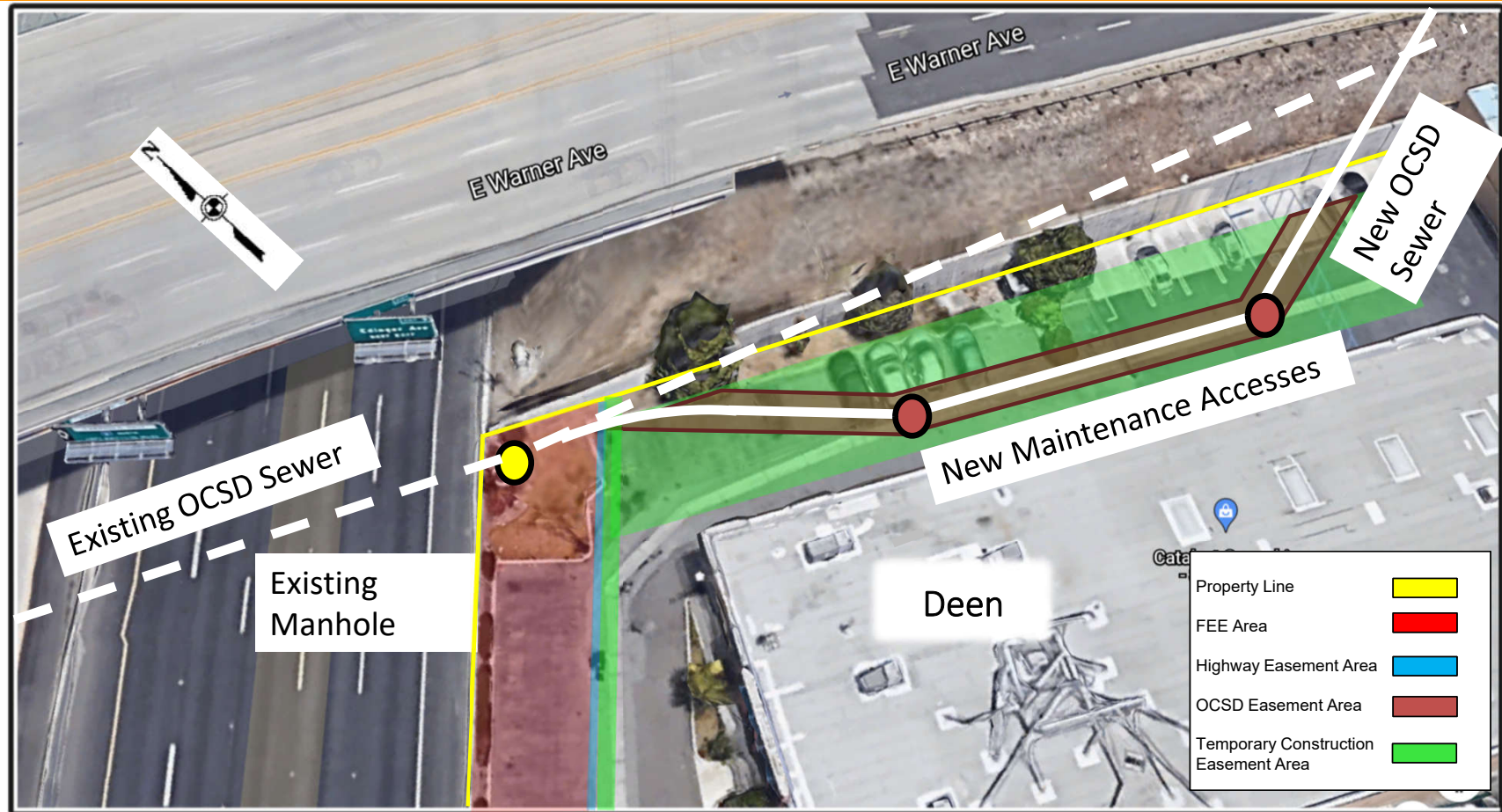
Relocate Overhead to  
Underground Conduits





# Resolution of Necessity No. 2021-050

## Omar Deen



## **Four Requirements to be Considered to Adopt Resolutions**

- 1. The public interest and necessity require the proposed project.**
- 2. The proposed project is planned in a manner that will be most compatible with the greatest public good and the least private injury.**
- 3. The property is necessary for the proposed project.**
- 4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.**

# MINUTES

## *Board of Directors' Meeting*

---

### **Call to Order**

The Monday, July 12, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:00 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

### **Roll Call**

The Deputy Clerk of the Board (DCOB) conducted an attendance Roll Call and announced a quorum of the Board of Directors (Board) as follows:

#### **Via Teleconference:**

Andrew Do, Chairman  
Mark A. Murphy, Vice Chairman  
Doug Chaffee  
Barbara Delgleize  
Katrina Foley  
Brian Goodell  
Patrick Harper  
Michael Hennessey  
Gene Hernandez  
Steve Jones  
Joseph Muller  
Tam Nguyen  
Vicente Sarmiento  
Tim Shaw  
Harry S. Sidhu  
Donald P. Wagner

#### **Directors Absent:**

Lisa A. Bartlett  
Ryan Chamberlain, District Director – Caltrans District 12

#### **Staff Present:**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Gina Ramirez, Clerk of the Board Specialist, Senior  
Allison Cheshire, Clerk of the Board Specialist, Senior

#### **Via Teleconference:**

James Donich, General Counsel

## **Invocation**

Director Shaw gave the invocation.

## **Pledge of Allegiance**

Director Nguyen led the Pledge of Allegiance.

## **Special Calendar**

There were no Special Calendar items.

## **Consent Calendar (Items 1 through 14)**

### **1. Approval of Minutes**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of June 28, 2021.

### **2. Coronavirus Update**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to receive and file as an information item.

### **3. Orange County Transportation Authority Investment and Debt Programs Report - May 2021**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to receive and file as an information item.

### **4. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to:

- A. Approve schedule delay requests from the cities of Irvine, La Habra, Santa Ana, and the County of Orange.
- B. Approve amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program or any subsequent program augmentations.

**4. (Continued)**

- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

**5. Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to:

- A. Approve the guidelines for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.
- B. Direct staff to issue the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects using up to \$4 million in local funding.

**6. Amendments to the Master Plan of Arterial Highways**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to:

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

- 1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
- 2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

- 3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
- 4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
- 5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and

**6. (Continued)**

6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

**Orange County Transit District Consent Calendar Matters**

**7. OC Flex Microtransit Service Pilot Program Update**

Director Foley inquired about the OC flex Microtransit Service Pilot Program.

Darrell E. Johnson, Chief Executive Officer (CEO), responded that this program was set up as part of OCTA's bus 360 transit redo that staff started several years ago. OCTA has identified seven zones previously for consideration, and the board selected two. They do tend to cross-city boundaries in both instances. And OCTA anticipates that in the future, OCTA will continue to have what staff calls the Orange Zone, which is around the Laguna Niguel/Mission Viejo Metrolink station. And that we will be bringing forth for consideration through the transit committee and then to the board, a second zone that will be implemented sometime later next year.

**7. (Continued)**

Director Foley requested that Mr. Johnson, CEO, provide a brief overview of the program.

Mr. Johnson, CEO, provided an overview of the program in the context of the bus system. OCTA has 40-foot transit buses with high-frequency in specific parts of the County, and then there are community circulators through the Project V program. OCTA has station link projects or buses that connect to Metrolink trains at all the Metrolink stations. The concept here was to leverage technology that OCTA saw in society with Uber, Lyft, and others. On-demand service through a personal device and technology that bridges the gap between traditional bus service and on-demand individual rides. These are group rides, and they are on what staff would call the outer core of where standard bus service may or may not work well. That is the concept, and he noted that it's still a pilot program established by the Board. It was a pilot program with specific goals and measurements that would be tracked and measured, like, um, ridership and productivity operating capital costs, the subsidy per boarding number or percentage of shared rides, and, um, customer satisfaction.

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to receive and file as an information item.

Chairman Do discussed that OCTA is slowly getting back to full speed. OCTA employees are back in the office at 50 percent capacity, and by September 7th, all staff will be back in person at 100 percent capacity. There have been 904 OCTA employees that have taken advantage of the vaccine incentive payment. He also noted that bus ridership increased 7 percent from May to June, and even more impressive is the access ridership is up 17%. It's still below average, but the staff is starting to see trends coming back. Over the last 15 months, OCTA has done close to 120 Board and Committee meetings via Zoom or teleconference. And overall, these meetings have gone very well. Mr. Johnson would undoubtedly like to get feedback from the Directors so don't hesitate to contact him directly.

Chairman Do stated with all the different coronavirus variants; OCTA is still closely monitoring the situation while taking direction from County Health Officer Dr. Clayton Chau. He also noted OCTA wants to be very careful while keeping in mind. Staff will adjust the Board meetings in terms of in-person while being mindful of what the California Division of Occupational Safety and Health (Cal/OSHA) may dictate. That may be the primary driving determination as far as in-person meetings and workforce accommodations.

Once OCTA hears from CalOSHA in early August, then at that point, Chairman Do will sit down with Vice Chairman Murphy and Mr. Johnson to discuss coming up with options for the Board to consider.

**8. Award of Sole Source Agreement for the Purchase of Bus Engines**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-1-3417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines.

**9. August 2021 Bus Service Change**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to receive and file as an information item.

**10. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to:

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

**11. Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.



**12. Cooperative Agreement with the Southern California Regional Rail Authority for the Irvine Station Improvements Project**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

**13. Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 14-0 to:

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.

Due to the Levine Act, Directors Jones and Shaw did not participate in this item.

**14. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report**

A motion was made by Director Hennessey, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 16-0 to:

- A. Receive and file Project V Ridership Report as an information item.
- B. Release contingency for the award of \$171,810 in M2 Project V capital funds for Dana Point's replacement vehicle.

## **Regular Calendar**

### **15. Youth Ride Free Promotional Pass Expanded to Include 18 and Under**

Ryan Maloney, Section Manager I, Marketing and Customer Service, provided a PowerPoint presentation.

Chairman Do noted the Transit Committee discussed this item at length and reviewed patterns regarding youth delaying driving; and the opportunity to introduce youth to bus service, especially in the Central County.

Director Muller supported the program and hoped to reach out to the Boys & Girls Club. He noted that many kids request bus passes to get to and from the Boys & Girls Club when they are out of school.

Director Harper echoed Director Muller's comments and inquired if it could be possible to extend this program through June 2022.

Mr. Johnson, CEO, responded that the one constraint with promotions beyond six months would be considered permanent and has different regulations. Funding for this type of pass is unrelated to school district funding for transportation.

Director Foley stated it is excellent that OCTA is expanding the age group eligible. Students are delaying getting their driver's license, and it is crucial for youth to get jobs and is helpful for families to create a public transportation culture for future generations.

A motion was made by Director Sarmiento, seconded by Director Foley, and following a roll call vote, declared passed 16-0 to:

- A. Expand the eligible age of the current "13 and Under Ride Free" youth fare promotion from six to 13 years old to include ages 14 to 18 years old.
- B. Authorize staff to make all necessary amendments, as well as execute any necessary agreements to facilitate the above recommendation.

### **16. OC Streetcar Project Quarterly Update**

Jim Beil, Executive Director of Capital Programs, and Tresa Oliveri, Community Relations Specialist, Principal, provided a PowerPoint presentation on this item.

Following the discussion on this item, no action was taken on this receive and file as an information item.

**17. Contract Change Order for Exploratory Potholing Allowance for the Construction of the OC Streetcar Project**

Ross Lew, Program Manager for the OC Streetcar Project, provided an update on this item and reported the following:

- The unknown utilities were found during the construction phase;
- Exploration before construction would have been very costly;
- Additional rounds of potholing were found to be necessary;
- Contract Change Order needs additional exploratory potholing, and
- Staff is making every effort to stay within budget moving forward.

A motion was made by Director Sarmiento, seconded by Director Foley, and following a roll call vote, declared passed 14-1 to:

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 56.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional exploratory potholing allowance for the construction of the OC Streetcar project.

Director Sidhu was not present to vote on this item.

Director Wagner voted in opposition on this item.

**Discussion Items**

**18. 2021 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Mid-Year Report**

Chairman Do reported the 2021 Board and CEO's Initiatives and Action Plan was Board-approved in January 2021 and provided opening comments.

Darrell E. Johnson, CEO, highlighted the mid-year key milestones.

Chairman Do thanked Mr. Johnson and staff for getting OCTA through these difficult times. Chairman Do also thanked the Board for their support and adjusting to the virtual committee and Board meetings while continuing to allow meaningful public input and participation and provided closing comments.

**19. Public Comments**

There were no Public Comments received.

**20. Chief Executive Officer's Report**

**South Orange County Projects Update –**

- Staff are continuing to reach out to various stakeholders to keep them updated on our construction activity.
- On July 13<sup>th</sup>, staff will be updating the Mission Viejo City Council on the status of several South Orange County projects. OCTA has several projects under construction as well as proposed projects extending as far as the county line.
- Some of the projects that staff will be highlighting include:
  - The Interstate-5 Widening from the 73 to El Toro Road (currently under construction)
  - The proposed carpool extension on I-5 from Avenida Pico to the county line
  - The Ortega Highway Widening
  - The Los Patrones Parkway extension
  - The 405 Improvement Project
- Staff will also discuss the ongoing outreach efforts to keep drivers and residents informed about our construction activities.
- Staff is happy to provide these types of updates to any of your respective cities or constituencies, so if you are interested, please us know.

**21. Directors' Reports**

**22. Closed Session**

There were no Closed Sessions scheduled.

**23. Adjournment**

The meeting was adjourned at 9:54 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, July 26, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

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Gina Ramirez  
Clerk of the Board Specialist, Senior

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Andrew Do  
Chairman



## COMMITTEE TRANSMITTAL

**July 26, 2021**

**To:** Members of the Board of Directors

**From:** Andrea West, Interim Clerk of the Board

(A)

**Subject:** State Legislative Status Report

Legislative and Communications Committee Meeting of July 15, 2021

**Present:** Directors Bartlett, Hennessey, Hernandez, Murphy, Sidhu,  
and Wagner

**Absent:** Director Delgleize

### **Committee Vote**

Following the discussion on this item, no action was taken on this receive and file for information item.

### **Staff Recommendation**

Receive and file as an information item.

### **Committee Discussion**

On June 23, 2021, pursuant to the Orange County Transportation Authority 2021-2022 State Legislative Platform, a letter of support signed by Chairman Do was sent on AB 917 (Bloom, D-Santa Monica), legislation which expands the authorization for transit agencies statewide to use camera technology to discourage illegal parking in transit-only lanes and transit stops. Based on Committee concerns about amendments that were made to the bill on July 7, 2021, after the Orange County Transportation Authority's support letter was sent, OCTA will no longer actively support AB 917.



*July 15, 2021*

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

### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A summary is provided on legislation the Orange County Transportation Authority has supported that authorizes transit agencies to use onboard camera technology to discourage illegal parking in transit-only lanes and at transit stops. An update is provided on fiscal year 2021-22 state budget and associated budget trailer bills.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

AB 917 (Bloom): Vehicles: Video Imaging of Parking Violations

AB 917 (Bloom, D-Santa Monica) will expand current state law to authorize transit agencies to use onboard camera technology to discourage parking in transit-only lanes and at transit stops, where it is prohibited under existing law. Specifically, AB 917 would authorize transit agencies statewide to install or utilize existing forward-facing cameras on their transit vehicles to obtain images of these parking violations. Currently, such authority is only provided to San Francisco Municipal Transportation Agency and the Alameda-Contra Costa Transit District (AC Transit). These parking citations do not negatively impact a driver's record, carry the same fine as a parking ticket, and can be appealed. AB 917 also contains privacy protections and sets noticing requirements for this new program.

As transit agencies within the State explore the implementation of transit-only lanes and seek ways to prevent illegal parking at transit stops, AB 917 would provide a deterrent method to prevent the blocking of transit vehicles at these

locations. In addition to the service impacts, a partially blocked transit stop creates significant safety concerns. When an operator of a transit vehicle is not able to reach the curb, riders are forced to navigate the street and the gap that is created between the transit vehicle and the curb. This is a potentially dangerous maneuver for riders to undertake, and a potentially impossible one for those with a disability or mobility limitations, including seniors.

AB 917's authority provides another tool for the Orange County Transportation Authority (OCTA) to use and law enforcement to enforce at existing bus stops in its service area as well as explore potential transit-only lanes proposals as they are analyzed for future consideration. AB 917 is sponsored by the California Transit Association (CTA) and supported by a variety of stakeholders including AC Transit, Los Angeles County Metropolitan Transportation Authority, San Francisco Bay Area Rapid Transit District, and more. A SUPPORT position is consistent with the OCTA 2021-22 State Legislative Platform's principle to "SUPPORT policies that aim to enhance transit services and the overall safety and security of transit riders, coach operators, and on-road vehicles." OCTA's letter of support for AB 917 is included as Attachment A. A comprehensive analysis of AB 917, along with the text of the bill, is included as Attachment B.

### State Budget Update

In the face of an unprecedented budget year, the State Legislature has been in extensive negotiations with Governor Gavin Newsom after projecting higher-than-anticipated revenue forecasts. On June 14, 2021, the Legislature approved a budget framework to meet the Constitutionally prescribed deadline to pass a balanced budget for fiscal year (FY) 2021-2022, acknowledging there were still areas that needed further discussion. After several efforts at negotiating the remaining items needing consensus, the Legislature introduced a secondary budget measure that would amend the FY 2021-22 budget. This was approved by the Legislature on June 28, 2021. As of the writing of this staff report, the Governor had signed the budget framework passed on June 14, 2021, but had yet to sign the revised budget passed on June 28, 2021. Because there are still areas where there remains a lack of consensus, it is anticipated there will need to be a third budget bill later this session to further amend the FY 2021-22 budget to reflect the final agreement between the Legislature and the Governor. 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.

Specifically for transportation, the secondary budget measure detailed major investments in transit, including \$2.48 billion for the Transit and Intercity Rail Capital Program (TIRCP), which is anticipated to be used for projects benefitting the 2028 Olympic and Paralympic Games in the City of Los Angeles, grade separations, priority transit and rail projects, and \$500 million for the Active Transportation Program (ATP). This amended budget also includes \$300 million



in climate adaptation grants, with \$150 million of that going directly to local entities. However, further indicating that there are more details to work on between the Legislature and the Governor, the funding provided in this budget bill for TIRCP, ATP, and climate adaptation grants is all contingent on future legislation to determine how specifically it will be allocated. If legislation detailing such guidelines for these programs does not materialize by October 11, 2021, this funding will revert to the General Fund and, therefore, no additional funding would be provided to these programs.

The amended budget also includes \$2.3 billion for a zero-emission vehicles and infrastructure package. Within that package, \$70 million will be set aside for zero-emission transit buses and \$29.7 million will be set aside for charging and refueling infrastructure for the deployment of zero-emission transit buses. Finally, \$600 million is also included 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. As of writing this staff report, it is expected there will be a housing budget trailer bill that will provide details on how these funds will be distributed. Yet to be included is any funding for the high-speed rail and details on an expenditure plan for cap-and-trade revenues.

OCTA staff will provide updates on any further details that are released by the Legislature related to a final budget agreement. It is expected that this year's budget negotiations could continue into late summer and early fall due to the nature of these historic funding levels.

#### Transportation Budget Trailer Bills

On July 1, 2021, the State Legislature approved the transportation budget trailer bill that includes many priorities OCTA has been advocating for alongside its transit partners, including CTA. The following provisions complement and extend the measures OCTA was successful in securing last year related to the Transportation Development Act (TDA):

- Extends the 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 2022-23. Such formula programs are based on 50 percent of the revenues for each transit agency, and this provision will continue to use the revenues from FY 2019-20 to inform the formula calculation.
- Extends the suspension of the financial penalties imposed on a transit operator that is unable to meet its farebox recovery requirement until FY 2022-23.

- Extends the suspension of the financial penalties associated with the STA Program's efficiency standards, with each agency able to utilize funding for either operating or capital purposes until FY 2022-23.
- Institutes a review of TDA performance audit requirements to identify opportunities for streamlining.
- Revises 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, integration with other operators and agencies, zero-emission transition, compliance with state and federal mandates, security services and public safety contracts, and specified post-employment benefits.
- Authorizes discount and fare-free transit passes to be counted at their full retail value for the purposes of calculating TDA farebox recovery.
- Suspends until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during FY 2018-19.

Beyond the transit provisions in the transportation trailer bill, other notable policies enacted include:

- Extends the sunset on the prohibition for the California Department of Transportation (Caltrans) to charge self-help counties more than ten percent for administration indirect cost recovery until January 1, 2023. This extension was a policy advocated for by the Self-Help Counties Coalition.
- Removes the maintenance of effort requirement for cities and counties to remain eligible to receive their SB 1 (Chapter 5, Statutes of 2017) local streets and roads funding for FY 2019-20. For FY 2020-21 and 2021-22, in order to remain eligible for these funds, the maintenance of effort requirement would be adjusted in proportion to any decrease in taxable sales within the applicable city or county between the specified FYs. This was a change advocated for by the California Transportation Commission, League of Cities and California State Association of Counties.
- Extends National Environmental Protection Act delegation authority for any railroad, public transportation or multimodal project undertaken by state agencies, until January 1, 2025.
- Establishes the Clean California State Beautification Program of 2021, a grant program to be administered by Caltrans, where funding would be provided, upon appropriation by the Legislature, to transit agencies, local and regional public agencies, and tribal governments to fund projects that

beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers and other public spaces.

- Authorizes Caltrans to use job order contracting for projects funded by the Clean California State Beautification Program.
- Authorizes the Department of Motor Vehicles to establish a pilot program to evaluate optional mobile or digital alternatives to driver's licenses and identification cards.

OCTA staff will remain engaged on this issue to evaluate any future need to address the issues outlined in the above budget trailer bill. Additionally, OCTA will continue to monitor the release of further budget trailer bills and provide any relevant updates.

### **Summary**

An update is given on legislation the Orange County Transportation Authority has supported to authorize transit agencies to use camera technology to discourage illegal parking in transit-only lanes and at transit stops. An overview is provided of the state's budget process.

### **Attachments**

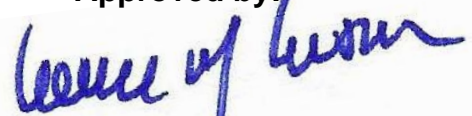
- A. Letter from Andrew Do, Chairman, Orange County Transportation Authority, to the Honorable Richard Bloom, Assembly Member, California State Assembly, dated June 23, 2021, re: AB 917 (Bloom) – SUPPORT
- B. AB 917 (Bloom, D-Santa Monica) Bill Analysis with Bill Language
- C. Orange County Transportation Authority Legislative Matrix

**Prepared by:**



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**Approved by:**



Lance M. Larson  
Executive Director,  
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## CHIEF EXECUTIVE OFFICE

Darrell E. Johnson  
Chief Executive Officer

June 23, 2021

The Honorable Richard Bloom  
California State Assembly  
State Capitol, Room 4001  
Sacramento, California 95814

Subject: **AB 917 (Bloom) – SUPPORT**

Dear Assembly Member Bloom:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to support AB 917, legislation that will expand current state law to authorize transit agencies to use camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law. Under AB 917, transit agencies would be authorized to install forward-facing cameras on their transit vehicles to collect images of parking violations that occur in transit-only lanes and at transit stops. The parking citations do not negatively impact a driver's record, carry the same fine as a parking ticket, and can be appealed. The bill contains privacy protections and sets noticing requirements for this new program.

In addition to the service impacts, a partially blocked transit stop creates significant safety concerns. When an operator of a transit bus is not able to reach the curb, riders are forced to navigate the street and the gap that is created between the transit vehicle and the curb. This is a potentially dangerous maneuver for riders to make, and an impossible one for those with a disability or mobility limitations, including seniors.

OCTA is currently building the Orange County (OC) Streetcar, which will be an electric-powered rail car on tracks built into the street operating within traffic lanes, with stops planned throughout a high-traffic business district. In planning for its operation, AB 917 can provide an important tool to discourage parking at the stops along the route, which can compromise OCTA's ability to provide safe, reliable, and accessible public transit services. If a parked vehicle is blocking the operation of the OC Streetcar, it would effectively be rendered out of service until the vehicle is moved, since it cannot move around the parked vehicle. This reduces transit system reliability by slowing down transit vehicle speeds and negatively impacts transit riders. AB 917's authority also provides another tool for OCTA's consideration at other bus stops in its service area, and as the potential for bus-only lanes is analyzed for future consideration.

The Honorable Richard Bloom  
June 23, 2021  
Page 2

A SUPPORT position is consistent with the OCTA 2021-22 State Legislative Platform's principle to "SUPPORT policies that aim to enhance transit services and the overall safety and security of transit riders, coach operators, and on-road vehicles."

If you have any questions regarding OCTA's position on AB 917, please contact Kristin Jacinto, Manager of State and Federal Relations, at (714) 560-5754 or [kjacinto@octa.net](mailto:kjacinto@octa.net).

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Do".

Andrew Do  
Chairman

AD:al

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

**BILL:** AB 917 (Bloom, D-Santa Monica)  
Introduced February 17, 2021  
Amended April 12, 2021  
Amended April 27, 2021  
Amended June 18, 2021

**SUBJECT:** AB 917 would authorize transit agencies to use camera technology to discourage illegal parking in transit-only lanes and at transit stops

**STATUS:** Pending in the Senate Judiciary Committee  
Passed Senate Transportation Committee 14-3  
Passed Assembly 72-2  
Passed Assembly Privacy and Consumer Protection 10-0  
Passed Assembly Transportation Committee 13-0

**SUMMARY AS OF JULY 1, 2021:**

AB 917 (Bloom, D-Santa Monica) would expand current state law to authorize transit agencies to use camera technology to discourage parking in transit-only lanes and at transit stops, where it is prohibited under existing law. Specifically, AB 917 would authorize transit agencies statewide to install forward-facing cameras on their transit vehicles to obtain images of these parking violations. The transit agency would then contract with a law enforcement agency, city, or county who has authority to write parking tickets to enforce any violations. Currently, such authority is only provided to San Francisco Municipal Transportation Agency and the Alameda-Contra Costa Transit District (AC Transit). AC Transit's authority expires on January 1, 2022, unless reauthorized.

As detailed in the Senate Transportation Committee analysis, AB 917 expands existing law in a few ways:

- Authorizes the authority statewide, rather than just for a select few transit agencies.
- Expands the ability to enforce violations to include bus and transit stops, in addition to transit-only lanes.
- Requires transit agencies to issue only warning notices for the first 30 days of the program and to make a public announcement at least 30 days prior to issuing notices of parking violations.
- Requires that video evidence be destroyed after either six months from the date the information was first obtained or 60 days after the final disposition of the citation, whichever is later. If there is no evidence of a violation, the evidence shall be destroyed within 15 days.
- Authorizes transit agencies to share relevant data with the local parking enforcement entity and local agency in the jurisdiction where the violation occurred.

These parking citations do not negatively impact a driver's record, carry the same fine as a parking ticket, and can be appealed. AB 917 also contains privacy protections and sets

noticing requirements for this new program. As transit agencies within the State explore the implementation of transit only lanes and seek ways to prevent illegal parking at transit stops, AB 917 would provide a deterrent method to prevent the blocking of transit vehicles at these locations. In addition to the service impacts, a partially blocked transit stop creates significant safety concerns. When an operator of a transit vehicle is not able to reach the curb, riders are forced to navigate the street and the gap that is created between the transit vehicle and the curb. This is a potentially dangerous maneuver for riders to undertake, and an impossible one for those with a disability or mobility limitations, including seniors.

### **EFFECTS ON ORANGE COUNTY:**

While the Orange County Transportation Authority (OCTA) does not currently have plans for the development of transit-only lanes, AB 917's authority provides another tool for the OCTA to use and law enforcement to enforce at existing bus stops in its service area. In addition, as potential transit-only lanes proposals are analyzed for future consideration, AB 917's authority could provide a critical tool for the operation of such facilities.

AB 917 is sponsored by the California Transit Association and supported by a variety of stakeholders including AC Transit, Los Angeles County Metropolitan Transportation Authority, San Francisco Bay Area Rapid Transit District, and more. A SUPPORT position is consistent with the OCTA 2021-22 State Legislative Platform's principle to "SUPPORT policies that aim to enhance transit services and the overall safety and security of transit riders, coach operators, and on-road vehicles."

### **OCTA POSITION:**

Staff recommends: SUPPORT (as adopted pursuant to the OCTA 2021-22 State Legislative Platform)

AMENDED IN SENATE JUNE 18, 2021

AMENDED IN ASSEMBLY APRIL 27, 2021

AMENDED IN ASSEMBLY APRIL 12, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

## **ASSEMBLY BILL**

**No. 917**

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### **Introduced by Assembly Member Bloom**

February 17, 2021

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An act to amend Sections 40240 and 40241 of, and to repeal Section 40240.5 of, the Vehicle Code, relating to vehicles.

#### LEGISLATIVE COUNSEL’S DIGEST

AB 917, as amended, Bloom. Vehicles: video imaging of parking violations.

Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to



enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021.

This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.

Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings regarding the need to make certain video image records confidential.

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

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

1     SECTION 1. Section 40240 of the Vehicle Code is amended  
2     to read:  
3     40240. (a) A public transit operator, as defined in Section  
4     99210 of the Public Utilities Code, may install automated forward  
5     facing parking control devices on city-owned or district-owned  
6     public transit vehicles, as defined by Section 99211 of the Public  
7     Utilities Code, for the purpose of video imaging of parking  
8     violations occurring in transit-only traffic lanes and at transit stops.  
9     Citations shall be issued only for violations captured during the  
10    posted hours of operation for a transit-only traffic lane or during  
11    the scheduled operating hours at transit stops. The devices shall  
12    be angled and focused so as to capture video images of parking  
13    violations and not unnecessarily capture identifying images of  
14    other drivers, vehicles, and pedestrians. The devices shall record  
15    the date and time of the violation at the same time as the video  
16    images are captured. Transit agencies may share the relevant data,  
17    video, and images of parking violations collected by automated  
18    forward facing parking control devices with the local parking

1 enforcement entity and local agency in the jurisdiction where the  
2 violation occurred.

3 (b) Prior to issuing notices of parking violations pursuant to  
4 subdivision (a) of Section 40241, a public transit operator, in  
5 partnership with a city, county, city and county, or local  
6 enforcement authority, shall commence a program to issue only  
7 warning notices for 30 days and shall also make a public  
8 announcement of the program at least 30 days prior to  
9 commencement of issuing notices of parking violations.

10 (c) A designated employee of a city, county, city and county,  
11 or a contracted law enforcement agency for a special transit district,  
12 who is qualified by a city, county, city and county, or district to  
13 issue parking citations, shall review video image recordings for  
14 the purpose of determining whether a parking violation occurred  
15 in a transit-only traffic lane or at a transit stop. A violation of a  
16 statute, regulation, or ordinance governing vehicle parking under  
17 this code, under a federal or state statute or regulation, or under  
18 an ordinance enacted by a city, county, city and county, or special  
19 transit district occurring in a transit-only traffic lane or at a transit  
20 stop observed by the designated employee in the recordings is  
21 subject to a civil penalty.

22 (d) The registered owner shall be permitted to review the video  
23 image evidence of the alleged violation during normal business  
24 hours at no cost.

25 (e) (1) Except as it may be included in court records described  
26 in Section 68152 of the Government Code, or as provided in  
27 paragraph (2), the video image evidence may be retained for up  
28 to six months from the date the information was first obtained, or  
29 60 days after final disposition of the citation, whichever date is  
30 later, after which time the information shall be destroyed.

31 (2) Notwithstanding Section 26202.6 of the Government Code,  
32 video image evidence from forward facing automated enforcement  
33 devices that does not contain evidence of a parking violation  
34 occurring in a transit-only traffic lane or at a transit stop shall be  
35 destroyed within 15 days after the information was first obtained.  
36 Video image data and records collected pursuant to this section  
37 shall not be used or processed by an automated license plate  
38 recognition system, as defined in Section 1798.90.5 of the Civil  
39 ~~Code~~. *Code, unless the public transit operator, city, county, city*  
40 *and county, or local enforcement authority meets the requirements*

1 *in this paragraph and paragraph (1), the requirements of*  
2 *subdivision (f), and the requirements of subdivision (e) of Section*  
3 *40241.*

4 (f) Notwithstanding Section 6253 of the Government Code, or  
5 any other law, the video image records are confidential. Public  
6 agencies shall use and allow access to these records only for the  
7 purposes authorized by this article.

8 (g) The following definitions shall apply for purposes of this  
9 article:

10 (1) "Local agency" means a public transit operator as defined  
11 in Section 99210 of the Public Utilities Code or a local city, county,  
12 or city and county parking enforcement authority.

13 (2) "Transit-only traffic lane" means any designated transit-only  
14 lane on which use is restricted to mass transit vehicles, or other  
15 designated vehicles including taxis and vanpools, during posted  
16 times.

17 SEC. 2. Section 40240.5 of the Vehicle Code is repealed.

18 SEC. 3. Section 40241 of the Vehicle Code is amended to read:

19 40241. (a) A designated employee of the local agency,  
20 including a contracted law enforcement agency, shall issue a notice  
21 of parking violation to the registered owner of a vehicle within 15  
22 calendar days of the date of the violation. The notice of parking  
23 violation shall set forth the violation of a statute, regulation, or  
24 ordinance governing vehicle parking under this code, under a  
25 federal or state statute or regulation, or under an ordinance enacted  
26 by the local agency occurring in a transit-only traffic lane or at a  
27 transit stop, a statement indicating that payment is required within  
28 21 calendar days from the date of citation issuance, and the  
29 procedure for the registered owner, lessee, or rentee to deposit the  
30 parking penalty or contest the citation pursuant to Section 40215.  
31 The notice of parking violation shall also set forth the date, time,  
32 and location of the violation, the vehicle license number,  
33 registration expiration date, if visible, the color of the vehicle, and,  
34 if possible, the make of the vehicle. The notice of parking violation,  
35 or copy of the notice, shall be considered a record kept in the  
36 ordinary course of business of the local agency and shall be prima  
37 facie evidence of the facts contained in the notice. The local agency  
38 shall send information regarding the process for requesting review  
39 of the video image evidence along with the notice of parking  
40 violation.

1 (b) The notice of parking violation shall be served by depositing  
2 the notice in the United States mail to the registered owner's last  
3 known address listed with the Department of Motor Vehicles.  
4 Proof of mailing demonstrating that the notice of parking violation  
5 was mailed to that address shall be maintained by the local agency.  
6 If the registered owner, by appearance or by mail, makes payment  
7 to the processing agency or contests the violation within either 21  
8 calendar days from the date of mailing of the citation, or 14  
9 calendar days after the mailing of the notice of delinquent parking  
10 violation, the parking penalty shall consist solely of the amount  
11 of the original penalty.

12 (c) If, within 21 days after the notice of parking violation is  
13 issued, the local agency determines that, in the interest of justice,  
14 the notice of parking violation should be canceled, the local agency  
15 shall cancel the notice of parking violation pursuant to subdivision  
16 (a) of Section 40215. The reason for the cancellation shall be set  
17 forth in writing.

18 (d) Following an initial review by the local agency, and an  
19 administrative hearing, pursuant to Section 40215, a contestant  
20 may seek court review by filing an appeal pursuant to Section  
21 40230.

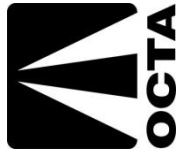
22 (e) A local agency or a contracted law enforcement agency,  
23 may contract with a private vendor for the processing of notices  
24 of parking violations and notices of delinquent violations. The  
25 local agency shall maintain overall control and supervision of the  
26 program.

27 SEC. 4. The Legislature finds and declares that Section 1 of  
28 this act, which amends Section 40240 of the Vehicle Code, imposes  
29 a limitation on the public's right of access to the meetings of public  
30 bodies or the writings of public officials and agencies within the  
31 meaning of Section 3 of Article I of the California Constitution.  
32 Pursuant to that constitutional provision, the Legislature makes  
33 the following findings to demonstrate the interest protected by this  
34 limitation and the need for protecting that interest:

35 In order to protect the individual privacy rights of those  
36 individuals depicted in video camera footage relating to parking  
37 violations, it is necessary that this act limit the public's right of  
38 access to the images captured by an automated parking control

- 1 device installed on public transit vehicles owned by a city, county,
- 2 city and county, or transit district.

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# Orange County Transportation Authority Legislative Matrix

2021 State Legislation Session  
July 15, 2021

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<p>► <b>AB 339</b> <b>(Lee – D)</b></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 two-way telephonic option or a two-way internet-based service option. <i>The city council or county board of supervisors shall continue to provide that video streaming if it had been using that technology as of June 15, 2021. Requires open and public meetings to provide in-person public comment unless there are any laws to prohibit such. These provisions would become inoperative on December 31, 2023.</i></p>	<p><b>INTRODUCED:</b> 01/28/2021 <b>LAST AMEND:</b> 06/25/2021 <b>LOCATION:</b> Senate Judiciary Committee <b>HEARING:</b> 07/13/2021 1:30pm</p> <p><b>STATUS:</b> 06/25/2021 <i>From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.</i></p> <p>06/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</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>► <b>AB 917</b> <b>(Bloom – D)</b></p> <p>Vehicles: Video Imaging of Parking Violations</p>	<p>Extends the authorization to enforce parking violations in specified transit-only traffic lanes through the use of video imaging to any public transit operator in the state. Expands the authorization to enforce parking violations to include violations occurring at transit stops and stations.</p>	<p><b>INTRODUCED:</b> 02/17/2021 <b>LAST AMEND:</b> 06/29/2021 <b>LOCATION:</b> Senate Transportation Committee <b>HEARING:</b> 06/29/2021</p> <p><b>STATUS:</b> 06/24/2021 From SENATE Committee on TRANSPORTATION with author's amendments.</p> <p>06/18/2021 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>	<p>Support (partial list)</p> <p>Support: California Transit Association (Sponsor), San Francisco Bay Area Rapid Transit District, San Francisco Municipal Transportation Agency, Long Beach Transit, Alameda-contra Costa Transit District</p> <p>Oppose: ACLU California, Western Center on Law &amp; Poverty, Safer Streets LA</p>
<p>► <b>AB 1499</b> <b>(Daly – D)</b></p> <p>Transportation: Design-Build: Highways</p>	<p>Extends statewide design-build authority related to the state highway system until January 1, 2034.</p>	<p><b>INTRODUCED:</b> 02/19/2021 <b>LAST AMEND:</b> 05/24/2021 <b>LOCATION:</b> SENATE <b>HEARING:</b> 07/05/2021 9:00am</p> <p><b>STATUS:</b> 06/24/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0).</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
<b>SB 261 (Allen – D)</b> 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.	<p><b>INTRODUCED:</b> 01/27/2021  <b>LOCATION:</b> Senate Transportation Committee</p> <p><b>STATUS:</b> 03/15/2021  From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2).</p>	<p>OPPOSE UNLESS AMENDED (partial list)</p> <p>Support: Climateplan, Coalition for Clean Air, Environmental Health Coalition</p> <p>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</p>



BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 274</b> <b>(Wieckowski – D)</b></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><b>INTRODUCED:</b> 01/29/2021 <b>LAST AMEND:</b> 04/05/2021 <b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>STATUS:</b> 06/23/2021 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS. (8-0)</i></p>	<p>NEUTRAL (as of amendments April 5, 2021)</p> <p>Support: California Taxpayers Association, California Association of Realtors, Association of California Water Agencies, American Federation of State, County and Municipal Employees</p> <p>Oppose: TCA</p>
<p>► <b>SB 339</b> <b>(Wiener – D)</b></p> <p>Vehicles: Road Usage Charge Pilot Program</p>	<p>Extends the operation of specified provisions until January 1, 2027 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><b>INTRODUCED:</b> 02/08/2021 <b>LAST AMEND:</b> 06/14/2021 <b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>STATUS:</b> 06/21/2021 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (11-4)</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
<b>SB 623 (Newman – D)</b> 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.	<b>INTRODUCED:</b> 02/18/2021 <b>LOCATION:</b> Senate Judiciary Committee  <b>STATUS:</b> 04/27/2021 In SENATE Committee on JUDICIARY: Not heard.	<b>SUPPORT</b>  Support: TCA, Southern California Association of Governments, Bay Area Toll Authority
<b>► SB 640 (Becker – D)</b> Transportation Financing: Jointly Proposed Projects	Authorizes cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of Local Street and Road funds.	<b>INTRODUCED:</b> 02/19/2021 <b>LAST AMEND:</b> 05/20/2021 <b>LOCATION:</b> Assembly Appropriations Committee <b>HEARING:</b> 06/30/2021 9:00am  <b>STATUS:</b> 06/21/2021 <i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)</i>	<b>SUPPORT</b>  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
<p>► <b>SB 790</b> <b>(Stern – D)</b></p> <p>Wildlife connectivity mitigation credits</p>	<p>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.</p>	<p><b>INTRODUCED:</b> 02/19/2021  <b>LAST AMEND:</b> 05/20/2021  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>HEARING:</b> 07/01/2021</p> <p><b>STATUS:</b> 06/14/2021  in ASSEMBLY. Assembly Rule 56 suspended.</p>	<p><b>SUPPORT</b>  (partial list)</p> <p>Support: Ventura County  Transportation  Commission, Planning and  Conservation League,  Sierra Club, Endangered  Habitats League</p>

## BILLS BEING MONITORED

▶ AB 41	<p><b>AUTHOR:</b> Wood [D]  <b>TITLE:</b> Broadband Infrastructure Deployment  <b>INTRODUCED:</b> 12/07/2020  <b>LAST AMEND:</b> 06/17/2021  <b>LOCATION:</b> Senate Energy, Utilities and Communications Committee  <b>HEARING:</b> 07/05/2021 9:30am  <b>SUMMARY:</b>            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.  <b>STATUS:</b>            06/17/2021 From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.            06/17/2021 In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.  <b>CATEGORY:</b> Broadband</p>
▶ AB 43	<p><b>AUTHOR:</b> Friedman [D]  <b>TITLE:</b> Traffic Safety  <b>INTRODUCED:</b> 12/07/2020  <b>LAST AMEND:</b> 06/25/2021  <b>LOCATION:</b> Senate Transportation Committee  <b>HEARING:</b> 07/13/2021 9:00am  <b>SUMMARY:</b>            Requires local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law.  <b>STATUS:</b>            06/25/2021 From SENATE Committee on TRANSPORTATION with author's amendments.            06/25/2021 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.  <b>CATEGORY:</b> Planning</p>
▶ AB 72	<p><b>AUTHOR:</b> Petrie-Norris [D]  <b>TITLE:</b> Environmental Protection: Coastal Adaptation Projects  <b>INTRODUCED:</b> 12/07/2020  <b>LOCATION:</b> Senate Natural Resources and Water Committee  <b>HEARING:</b> 07/08/2021  <b>SUMMARY:</b>            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.  <b>STATUS:</b>            06/09/2021 To SENATE Committee on NATURAL RESOURCES AND WATER.  <b>CATEGORY:</b> Environment</p>

► AB 106	<p><b>AUTHOR:</b> Salas [D]</p> <p><b>TITLE:</b> Regions Rise Grant Program</p> <p><b>INTRODUCED:</b> 12/16/2020</p> <p><b>LAST AMEND:</b> 05/03/2021</p> <p><b>LOCATION:</b> Senate Business, Professions &amp; Economic Development Committee</p> <p><b>SUMMARY:</b> 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.</p> <p><b>STATUS:</b> 06/09/2021 To SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 117	<p><b>AUTHOR:</b> Boerner Horvath [D]</p> <p><b>TITLE:</b> Air Quality Improvement Program: Electric Bicycles</p> <p><b>INTRODUCED:</b> 12/18/2020</p> <p><b>LAST AMEND:</b> 05/24/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b> Specifies projects providing incentives for purchasing electric bicycles as projects eligible for funding under the Air Quality Improvement Program.</p> <p><b>STATUS:</b> 06/24/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on ENVIRONMENTAL QUALITY. (14-0)</p> <p><b>CATEGORY:</b> Funding</p>
► AB 123	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Paid Family Leave: Weekly Benefit Amount</p> <p><b>INTRODUCED:</b> 12/18/2020</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 07/05/2021 9:00am</p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> 06/21/2021 From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on APPROPRIATIONS. (5-0)</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

<p>► AB 237</p>	<p><b>AUTHOR:</b> Gray [D]  <b>TITLE:</b> Public Employment: Unfair Practices: Health Protection  <b>INTRODUCED:</b> 01/12/2021  <b>LAST AMEND:</b> 03/01/2021  <b>LOCATION:</b> Senate Judiciary Committee  <b>HEARING:</b> 07/06/2021 1:30pm  <b>SUMMARY:</b>  <p>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> <b>STATUS:</b>  06/21/2021 From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on JUDICIARY. (5-0)  <b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
<p>► AB 284</p>	<p><b>AUTHOR:</b> Rivas, R. [D]  <b>TITLE:</b> Global Warming Solutions Act of 2006: Climate Goal  <b>INTRODUCED:</b> 01/21/2021  <b>LAST AMEND:</b> 04/14/2021  <b>LOCATION:</b> Senate Environmental Quality Committee  <b>HEARING:</b> 06/28/2021 9:00am  <b>SUMMARY:</b>  <p>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> <b>STATUS:</b>  06/09/2021 To SENATE Committees on ENVIRONMENTAL QUALITY and NATURAL RESOURCES AND WATER.  <b>CATEGORY:</b> Environment</p>
<p>► AB 302</p>	<p><b>AUTHOR:</b> Ward [D]  <b>TITLE:</b> San Diego Metropolitan Transit Development Board  <b>INTRODUCED:</b> 01/25/2021  <b>LAST AMEND:</b> 06/16/2021  <b>LOCATION:</b> Assembly Unfinished Business - Concurrence in Senate Amendments  <b>SUMMARY:</b>  <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> <b>STATUS:</b>  06/24/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. (39-0)  <b>CATEGORY:</b> Rail and Transit</p>

► AB 343	<p><b>AUTHOR:</b> Fong [R]</p> <p><b>TITLE:</b> California Public Records Act Ombudsperson</p> <p><b>INTRODUCED:</b> 01/28/2021</p> <p><b>LAST AMEND:</b> 05/24/2021</p> <p><b>LOCATION:</b> Senate Judiciary Committee</p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> 06/09/2021 To SENATE Committees on JUDICIARY and GOVERNMENTAL ORGANIZATION.</p> <p><b>CATEGORY:</b> Rail and Transit</p>
► AB 349	<p><b>AUTHOR:</b> Holden [D]</p> <p><b>TITLE:</b> Small Businesses: Contracting: Outreach: Underrepresented Groups</p> <p><b>INTRODUCED:</b> 01/28/2021</p> <p><b>LAST AMEND:</b> 04/15/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>HEARING:</b> 07/13/2021 9:00am</p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> 06/22/2021 From SENATE Committee on GOVERNMENTAL ORGANIZATION: Do pass to Committee on TRANSPORTATION. (15-0)</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 361	<p><b>AUTHOR:</b> Rivas, R. [D]</p> <p><b>TITLE:</b> Open Meetings: Local Agencies: Teleconferences</p> <p><b>INTRODUCED:</b> 02/01/2021</p> <p><b>LAST AMEND:</b> 05/10/2021</p> <p><b>LOCATION:</b> Senate Governance and Finance Committee</p> <p><b>HEARING:</b> 07/01/2021 1:30pm</p> <p><b>SUMMARY:</b> 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>.</p> <p><b>STATUS:</b> 06/22/2021 To SENATE Committees on GOVERNANCE AND FINANCE and JUDICIARY.</p> <p><b>CATEGORY:</b> Audits, Records, Report, and Litigation</p>

► AB 363	<p><b>AUTHOR:</b> Medina [D]</p> <p><b>TITLE:</b> Carl Moyer Air Quality Standards Attainment Program</p> <p><b>INTRODUCED:</b> 02/01/2021</p> <p><b>LAST AMEND:</b> 05/25/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>HEARING:</b> 06/28/2021 9:00am</p> <p><b>SUMMARY:</b></p> <p>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.</p> <p><b>STATUS:</b></p> <p>06/09/2021 To SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 371	<p><b>AUTHOR:</b> Jones-Sawyer [D]</p> <p><b>TITLE:</b> Shared Mobility Devices: Insurance and Tracking</p> <p><b>INTRODUCED:</b> 02/01/2021</p> <p><b>LAST AMEND:</b> 04/29/2021</p> <p><b>LOCATION:</b> Senate Judiciary Committee</p> <p><b>HEARING:</b> 06/29/2021 1:30pm</p> <p><b>SUMMARY:</b></p> <p>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.</p> <p><b>STATUS:</b></p> <p>05/27/2021 To SENATE Committees on JUDICIARY and INSURANCE.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 455	<p><b>AUTHOR:</b> Bonta [D]</p> <p><b>TITLE:</b> Bay Bridge: Transit-Only Traffic Lanes</p> <p><b>INTRODUCED:</b> 02/08/2021</p> <p><b>LAST AMEND:</b> 05/20/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>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.</p> <p><b>STATUS:</b></p> <p>06/09/2021 To SENATE Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Rail and Transit</p>



► AB 512	<b>AUTHOR:</b>	Holden [D]
	<b>TITLE:</b>	Surplus Unimproved Property: City of Los Angeles
	<b>INTRODUCED:</b>	02/09/2021
	<b>LAST AMEND:</b>	06/15/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	
		Revises the portion of Route 710 that the commission may relinquish to the City of Pasadena under that provision and would authorize that portion of Route 710 to be relinquished for non-transportation purposes if certain conditions are met.
	<b>STATUS:</b>	
	06/24/2021	In SENATE Committee on TRANSPORTATION: Not heard.
	<b>CATEGORY:</b>	Surplus Land

CA AB 513 (Bigelow), which pertained to telecommuting, failed to meet the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 585	<b>AUTHOR:</b>	Rivas [D]
	<b>TITLE:</b>	Climate Change: Extreme Heat and Community Resilience
	<b>INTRODUCED:</b>	02/11/2021
	<b>LAST AMEND:</b>	05/24/2021
	<b>LOCATION:</b>	Senate Natural Resources and Water Committee
	<b>HEARING:</b>	06/29/2021 9:00am
	<b>SUMMARY:</b>	
		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>
	<b>STATUS:</b>	
	06/16/2021	To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY.
	<b>CATEGORY:</b>	Environment

► AB 604	<b>AUTHOR:</b>	Daly [D]
	<b>TITLE:</b>	Road Maintenance and Rehabilitation Account
	<b>INTRODUCED:</b>	02/11/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>HEARING:</b>	06/29/2021 9:00am
	<b>SUMMARY:</b>	
		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.
	<b>STATUS:</b>	
	06/16/2021	To SENATE Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Funding

► AB 641	<b>AUTHOR:</b>	Holden [D]
	<b>TITLE:</b>	Transportation Electrification
	<b>INTRODUCED:</b>	02/12/2021
	<b>LAST AMEND:</b>	06/14/2021
	<b>LOCATION:</b>	Senate Energy, Utilities and Communications Committee
	<b>HEARING:</b>	06/28/2021 9:30am
	<b>SUMMARY:</b>	<i>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. Deems a local publicly owned electric utility that has adopted an integrated resource plan or a transportation electrification plan before January 1, 2022, to be in compliance with the bill's requirements and would require the utility to update the adopted plan at least once every 5 years.</i>
	<b>STATUS:</b>	
	06/14/2021	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	06/14/2021	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	<b>CATEGORY:</b>	Miscellaneous

CA AB 654 (Reyes), which pertained to COVID-19 exposure notifications, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 680	<b>AUTHOR:</b>	Burke [D]
	<b>TITLE:</b>	Greenhouse Gas Reduction Fund: Jobs Plan Act of 2021
	<b>INTRODUCED:</b>	02/12/2021
	<b>LAST AMEND:</b>	05/24/2021
	<b>LOCATION:</b>	Senate Labor, Public Employment and Retirement Committee
	<b>HEARING:</b>	06/28/2021
	<b>SUMMARY:</b>	<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>
	<b>STATUS:</b>	
	06/16/2021	To SENATE Committees on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT and ENVIRONMENTAL QUALITY.
	<b>CATEGORY:</b>	Employment Terms & Conditions

CA AB 703 (Rubio), which pertained to public meetings, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 713	<p><b>AUTHOR:</b> Garcia, C. [D]</p> <p><b>TITLE:</b> State Air Resources Board: Greenhouse Gas Emissions</p> <p><b>INTRODUCED:</b> 02/12/2021</p> <p><b>LAST AMEND:</b> 05/24/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>HEARING:</b> 06/28/2021 9:00am</p> <p><b>SUMMARY:</b></p> <p>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.</p> <p><b>STATUS:</b></p> <p>06/10/2021 To SENATE Committee on ENVIRONMENTAL QUALITY.</p> <p><b>CATEGORY:</b> Planning</p>
► AB 761	<p><b>AUTHOR:</b> Chen [R]</p> <p><b>TITLE:</b> County Employees' Retirement: Personnel: Orange County</p> <p><b>INTRODUCED:</b> 02/16/2021</p> <p><b>LAST AMEND:</b> 03/18/2021</p> <p><b>LOCATION:</b> To Governor</p> <p><b>SUMMARY:</b></p> <p>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.</p> <p><b>STATUS:</b></p> <p>06/22/2021 *****To GOVERNOR.</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► AB 794	<p><b>AUTHOR:</b> Carrillo [D]</p> <p><b>TITLE:</b> Air Pollution: <i>Purchase of new vehicles</i></p> <p><b>INTRODUCED:</b> 02/16/2021</p> <p><b>LAST AMEND:</b> 05/27/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>HEARING:</b> 07/07/2021</p> <p><b>SUMMARY:</b></p> <p><i>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.</i></p> <p><b>STATUS:</b></p> <p>06/17/2021 In SENATE. Rescinds referral to Committee on TRANSPORTATION due to limitations concerning COVID-19 virus.</p> <p><b>CATEGORY:</b> Environment</p>

<p>► AB 811</p>	<p><b>AUTHOR:</b> Rivas [D]  <b>TITLE:</b> LA County Metropolitan Transportation Authority  <b>INTRODUCED:</b> 02/16/2021  <b>LAST AMEND:</b> 04/06/2021  <b>LOCATION:</b> Senate Transportation Committee  <b>HEARING:</b> 06/29/2021 9:00am  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  06/16/2021 To SENATE Committee on TRANSPORTATION.  <b>CATEGORY:</b> Public Works</p>
<p>► AB 819</p>	<p><b>AUTHOR:</b> Levine [D]  <b>TITLE:</b> Environmental Quality Act: Notices and Documents  <b>INTRODUCED:</b> 02/16/2021  <b>LAST AMEND:</b> 05/28/2021  <b>LOCATION:</b> Assembly Unfinished Business - Concurrence in Senate Amendments  <b>SUMMARY:</b>  Requires the lead agency under CEQA to post notices to persons who have filed a written request for notices on their internet website.  <b>STATUS:</b>  06/24/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. (39-0)  <b>CATEGORY:</b> Environment</p>
<p>► AB 845</p>	<p><b>AUTHOR:</b> Rodriguez [D]  <b>TITLE:</b> Disability Retirement: COVID-19: Presumption  <b>INTRODUCED:</b> 02/17/2021  <b>LAST AMEND:</b> 03/30/2021  <b>LOCATION:</b> Senate Third Reading File  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  05/19/2021 In SENATE. Read second time. To third reading.  <b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

► AB 897	<b>AUTHOR:</b>	Mullin [D]
	<b>TITLE:</b>	Office of Planning and Research: Regional Climate
	<b>INTRODUCED:</b>	02/17/2021
	<b>LAST AMEND:</b>	04/19/2021
	<b>LOCATION:</b>	<i>Senate Environmental Quality Committee</i>
	<b>HEARING:</b>	06/28/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/17/2021 <i>In SENATE. Rescinds referral to Committee on GOVERNANCE AND FINANCE due to limitations concerning COVID-19 virus.</i>
	<b>CATEGORY:</b>	Environment

*CA AB 919 (Grayson), which pertained to construction, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.*

► AB 950	<b>AUTHOR:</b>	Ward [D]
	<b>TITLE:</b>	Department of Transportation: Sales of Excess Property
	<b>INTRODUCED:</b>	02/17/2021
	<b>LOCATION:</b>	<i>Senate Transportation Committee</i>
	<b>LAST AMEND:</b>	05/27/2021
	<b>HEARING:</b>	06/29/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/16/2021 <i>To SENATE Committees on TRANSPORTATION and ENVIRONMENTAL QUALITY.</i>
	<b>CATEGORY:</b>	Surplus Land

► AB 955	<b>AUTHOR:</b>	Quirk [D]
	<b>TITLE:</b>	Highways: Encroachment Permits: Broadband Facilities
	<b>INTRODUCED:</b>	02/17/2021
	<b>LAST AMEND:</b>	05/24/2021
	<b>LOCATION:</b>	<i>Senate Appropriations Committee</i>
	<b>HEARING:</b>	07/05/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/24/2021 <i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (14-0)</i>
	<b>CATEGORY:</b>	Planning

► AB 984	<p><b>AUTHOR:</b> Rivas [D]  <b>TITLE:</b> Vehicle Identification and Registration  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 06/28/2021  <b>LOCATION:</b> Senate Second Reading File  <b>SUMMARY:</b>          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.  <b>STATUS:</b>          06/28/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.</i>  <b>CATEGORY:</b> Miscellaneous</p>
► AB 992	<p><b>AUTHOR:</b> Cooley [D]  <b>TITLE:</b> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 03/25/2021  <b>LOCATION:</b> Senate Environmental Quality Committee  <b>SUMMARY:</b>  <i>Establishes the State Clean Truck, Bus, and Off-road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies.</i>  <b>STATUS:</b>          06/24/2021 <i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on ENVIRONMENTAL QUALITY. (15-0)</i>  <b>CATEGORY:</b> Funding</p>
► AB 1035	<p><b>AUTHOR:</b> Salas [D]  <b>TITLE:</b> Department of Transportation: streets and highways: recycled materials  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 06/28/2021  <b>LOCATION:</b> Senate Second Reading File  <b>SUMMARY:</b>          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.  <b>STATUS:</b>          06/28/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i>  <b>CATEGORY:</b> Funding</p>

▶ AB 1037	<b>AUTHOR:</b>	Grayson [D]
	<b>TITLE:</b>	Infrastructure Construction: Digital Construction
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	05/03/2021
	<b>LOCATION:</b>	Senate Governmental Organization Committee
	<b>HEARING:</b>	07/06/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/10/2021	To SENATE Committee on GOVERNMENTAL ORGANIZATION.
	<b>CATEGORY:</b>	Funding

▶ AB 1041	<b>AUTHOR:</b>	Wicks [D]
	<b>TITLE:</b>	Leave Issues
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	04/22/2021
	<b>LOCATION:</b>	Senate Appropriations Committee
	<b>SUMMARY:</b>	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>
	<b>STATUS:</b>	
	06/21/2021	From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on APPROPRIATIONS. (4-1)
	<b>CATEGORY:</b>	Employment Terms & Conditions

CA AB 1091 (Berman), which pertained to the Santa Clara Valley Transportation Authority Board, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

▶ AB 1110	<b>AUTHOR:</b>	Rivas [D]
	<b>TITLE:</b>	Zero-Emission Vehicles: Clean Fleet Program
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	05/03/2021
	<b>LOCATION:</b>	Senate Governmental Organization Committee
	<b>HEARING:</b>	07/06/2021 9:00am
	<b>SUMMARY:</b>	Establishes the California Clean Fleet Accelerator Program, administered by the Governor's Office of Business and Economic Development (GO-Biz)
	<b>STATUS:</b>	
	06/09/2021	To SENATE Committees on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT and GOVERNMENTAL ORGANIZATION.
	<b>CATEGORY:</b>	Funding

► AB 1147	<b>AUTHOR:</b>	Friedman [D]
	<b>TITLE:</b>	<i>Active Transportation Program</i>
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	03/18/2021
	<b>LOCATION:</b>	<i>Senate Environmental Quality Committee</i>
	<b>HEARING:</b>	07/01/2021
	<b>SUMMARY:</b>	Requires the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.
	<b>STATUS:</b>	
	06/10/2021	<i>From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.</i>
	06/10/2021	<i>In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</i>
	<b>CATEGORY:</b>	Planning

► AB 1157	<b>AUTHOR:</b>	Lee [D]
	<b>TITLE:</b>	Controller: Transportation Funds: Distribution
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	03/15/2021
	<b>LOCATION:</b>	<i>Senate Appropriations Committee</i>
	<b>HEARING:</b>	07/05/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/15/2021	<i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (17-0)</i>
	<b>CATEGORY:</b>	Funding

*CA AB 1255 (Bloom), which pertained to the fire risk reduction grants, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.*

► AB 1260	<b>AUTHOR:</b>	Chen [R]
	<b>TITLE:</b>	California Environmental Quality Act: Exemptions
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	<i>Senate Environmental Quality Committee</i>
	<b>HEARING:</b>	06/28/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/28/2021	<i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass as amended to Committee on APPROPRIATIONS.</i>
	<b>CATEGORY:</b>	Environment



► AB 1261	<b>AUTHOR:</b>	Burke [D]
	<b>TITLE:</b>	State Air Resources Board: Greenhouse Gas Emissions
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	05/24/2021
	<b>LOCATION:</b>	<i>Senate Environmental Quality Committee</i>
	<b>HEARING:</b>	<i>06/28/2021 9:00am</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	<i>06/28/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass. To Consent Calendar.</i>
	<b>CATEGORY:</b>	Environment

► AB 1291	<b>AUTHOR:</b>	Frazier [D]
	<b>TITLE:</b>	State Bodies: Open Meetings
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	<i>Enrolled</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	<i>06/25/2021 Enrolled.</i>
	<b>CATEGORY:</b>	Public Meetings

CA AB 1296 (Kamlager), which pertained to the South Coast Air Quality Management District, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► AB 1337	<b>AUTHOR:</b>	Lee [D]
	<b>TITLE:</b>	Transportation: Transit District Policing
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	04/07/2021
	<b>LOCATION:</b>	<i>Senate Appropriations Committee</i>
	<b>HEARING:</b>	<i>07/05/2021 9:00am</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	<i>06/24/2021 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)</i>
	<b>CATEGORY:</b>	Rail and Transit

► AB 1384	<p><b>AUTHOR:</b> Gabriel [D]</p> <p><b>TITLE:</b> Resiliency Through Adaptation, Economic Vitality</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Senate Natural Resources and Water Committee</p> <p><b>HEARING:</b> 06/29/2021 9:00am</p> <p><b>SUMMARY:</b> Requires the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for certain years. Requires agencies identified in the framework to coordinate with regional entities and engage vulnerable communities who have been impacted by climate change.</p> <p><b>STATUS:</b> 06/09/2021 To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 1389	<p><b>AUTHOR:</b> Reyes [D]</p> <p><b>TITLE:</b> Alternative and Renewable Fuel and Vehicle Technology</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 06/24/2021</p> <p><b>LOCATION:</b> Senate Energy, Utilities and Communications Committee</p> <p><b>HEARING:</b> 07/05/2021 9:30am</p> <p><b>SUMMARY:</b> <i>Revises and recasts the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.</i></p> <p><b>STATUS:</b> 06/24/2021 From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments. 06/24/2021 In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p><b>CATEGORY:</b> Funding</p>
► AB 1395	<p><b>AUTHOR:</b> Muratsuchi [D]</p> <p><b>TITLE:</b> Greenhouse Gases: Carbon Neutrality</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 05/04/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>HEARING:</b> 07/12/2021 9:00am</p> <p><b>SUMMARY:</b> 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.</p> <p><b>STATUS:</b> 06/16/2021 To SENATE Committee on ENVIRONMENTAL QUALITY.</p> <p><b>CATEGORY:</b> Environment</p>

► AB 1401	<b>AUTHOR:</b>	Friedman [D]
	<b>TITLE:</b>	Residential And Commercial Development: Parking
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	06/21/2021
	<b>LOCATION:</b>	Senate Governance and Finance Committee
	<b>HEARING:</b>	07/01/2021
	<b>SUMMARY:</b>	<i>Prohibits a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within a specified distance of public transit.</i>
	<b>STATUS:</b>	
	06/21/2021	From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.
	06/21/2021	In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.
	<b>CATEGORY:</b>	Planning

► AB 1471	<b>AUTHOR:</b>	Villapudua [D]
	<b>TITLE:</b>	Public Utilities Commission
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	04/26/2021
	<b>LOCATION:</b>	Senate Governmental Organization Committee
	<b>HEARING:</b>	07/06/2021
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/16/2021	To SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and GOVERNMENTAL ORGANIZATION.
	<b>CATEGORY:</b>	Miscellaneous

ACA 1	<b>AUTHOR:</b>	Aguiar-Curry [D]
	<b>TITLE:</b>	Local Government Financing: Affordable Housing
	<b>INTRODUCED:</b>	12/07/2020
	<b>LOCATION:</b>	Assembly Local Government Committee
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	04/22/2021	To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS.
	<b>CATEGORY:</b>	Miscellaneous

ACA 5	<b>AUTHOR:</b> Voepel [D] <b>TITLE:</b> Motor Vehicles: Fuel Taxes, Sales and Use Taxes <b>INTRODUCED:</b> 02/19/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> 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. <b>STATUS:</b> 04/22/2021 To ASSEMBLY Committee on TRANSPORTATION. <b>CATEGORY:</b> Funding
► SB 10	<b>AUTHOR:</b> Wiener [D] <b>TITLE:</b> Planning and Zoning: Housing Development: Density <b>INTRODUCED:</b> 12/07/2020 <b>LAST AMEND:</b> 06/24/2021 <b>LOCATION:</b> Assembly Local Government Committee <b>HEARING:</b> 06/30/2021 <b>SUMMARY:</b> <i>Authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, or an urban infill site, as those terms are defined. Prohibits an ordinance adopted under these provisions from superseding a local restriction enacted or approved by a local voter initiative that designates publicly owned land as open-space land or for park or recreational purposes.</i> <b>STATUS:</b> 06/24/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT. <b>CATEGORY:</b> Housing
► SB 17	<b>AUTHOR:</b> Pan [D] <b>TITLE:</b> Office Of Racial Equity <b>INTRODUCED:</b> 12/07/2020 <b>LAST AMEND:</b> 05/20/2021 <b>LOCATION:</b> Assembly Accountability and Administrative Review Committee <b>HEARING:</b> 06/30/2021 1:30pm <b>SUMMARY:</b> 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. <b>STATUS:</b> 06/10/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. <b>CATEGORY:</b> Miscellaneous

► SB 44	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Environmental Quality Act: Judicial Review</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 06/28/2021</p> <p><b>LOCATION:</b> <i>Assembly Second Reading File</i></p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> <i>05/26/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (37-0).</i></p> <p><b>CATEGORY:</b> Environment</p>
► SB 66	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Council on the Future of Transportation</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 04/28/2021</p> <p><b>LOCATION:</b> <i>Assembly Communications and Conveyance Committee</i></p> <p><b>HEARING:</b> <i>07/07/2021 1:30pm</i></p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> <i>06/21/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on COMMUNICATIONS AND CONVEYANCE. (14-0)</i></p> <p><b>CATEGORY:</b> Miscellaneous</p>
► SB 83	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Infrastructure and Economic Development Bank</p> <p><b>INTRODUCED:</b> 12/15/2020</p> <p><b>LAST AMEND:</b> 05/20/2021</p> <p><b>LOCATION:</b> <i>Assembly Second Reading File</i></p> <p><b>SUMMARY:</b> 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><b>STATUS:</b> <i>06/23/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on APPROPRIATIONS. (9-0)</i></p> <p><b>CATEGORY:</b> Funding</p>

► SB 214	<b>AUTHOR:</b>	Bates [R]
	<b>TITLE:</b>	Neighborhood Electric Vehicles: County of Orange
	<b>INTRODUCED:</b>	01/12/2021
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>HEARING:</b>	06/30/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/21/2021	ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)
	<b>CATEGORY:</b>	Planning

CA SB 216 (Dodd), which pertained to contractors, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 231	<b>AUTHOR:</b>	McGuire [D]
	<b>TITLE:</b>	Department of Transportation: Transfer of Property
	<b>INTRODUCED:</b>	01/19/2021
	<b>LAST AMEND:</b>	05/26/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>HEARING:</b>	07/05/2021
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/30/2021	To ASSEMBLY Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Miscellaneous

► SB 266	<b>AUTHOR:</b>	Newman [D]
	<b>TITLE:</b>	State Park System: Chino Hills State Park: Expansion
	<b>INTRODUCED:</b>	01/28/2021
	<b>LAST AMEND:</b>	04/22/2021
	<b>LOCATION:</b>	Assembly Water, Parks and Wildlife Committee
	<b>HEARING:</b>	07/01/2021
	<b>SUMMARY:</b>	Requires the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. Requires the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.
	<b>STATUS:</b>	
	05/28/2021	To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.
	<b>CATEGORY:</b>	Miscellaneous

► SB 270	<b>AUTHOR:</b>	Durazo [D]
	<b>TITLE:</b>	Public Employment: Labor Relations: Employee Data
	<b>INTRODUCED:</b>	01/28/2021
	<b>LAST AMEND:</b>	04/15/2021
	<b>LOCATION:</b>	<i>Assembly Judiciary Committee</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/23/2021	<i>From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on JUDICIARY. (5-2)</i>
	<b>CATEGORY:</b>	Employment Terms & Conditions

► SB 336	<b>AUTHOR:</b>	Ochoa Bogh [R]
	<b>TITLE:</b>	Public Health: COVID-19
	<b>INTRODUCED:</b>	02/08/2021
	<b>LAST AMEND:</b>	05/03/2021
	<b>LOCATION:</b>	<i>Assembly Health Committee</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/10/2021	<i>To ASSEMBLY Committee on HEALTH.</i>
	<b>CATEGORY:</b>	Emergency Response Services

*CA SB 342 (Gonzalez), which pertained to the South Coast Air Quality Management District, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.*

► SB 372	<b>AUTHOR:</b>	Leyva [D]
	<b>TITLE:</b>	Medium- and Heavy-Duty Fleet Purchasing Program
	<b>INTRODUCED:</b>	02/10/2021
	<b>LAST AMEND:</b>	05/20/2021
	<b>LOCATION:</b>	<i>Assembly Natural Resources Committee</i>
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	
	06/21/2021	<i>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on NATURAL RESOURCES. (15-0)</i>
	<b>CATEGORY:</b>	Funding

► SB 378	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Local Government: Broadband Infrastructure Development
	<b>INTRODUCED:</b>	02/10/2021
	<b>LAST AMEND:</b>	06/14/2021
	<b>LOCATION:</b>	Assembly Communications and Conveyance Committee
	<b>HEARING:</b>	07/07/2021 1:30pm
	<b>SUMMARY:</b>	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. <i>Authorizes a local agency to impose a fee for its reasonable costs on an application for a permit to install fiber.</i>
	<b>STATUS:</b>	06/14/2021 Read second time and amended. Re-referred to ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE.
	<b>CATEGORY:</b>	Broadband

► SB 459	<b>AUTHOR:</b>	Allen [D]
	<b>TITLE:</b>	Political Reform Act of 1974: Lobbying
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	06/23/2021
	<b>LOCATION:</b>	Assembly Elections Committee
	<b>HEARING:</b>	06/30/2021 9:00am
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/23/2021 From ASSEMBLY Committee on ELECTIONS with author's amendments.
		06/23/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS.
	<b>CATEGORY:</b>	Miscellaneous

CA SB 471 (Hueso), which pertained to the racial and economic equity grant program, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 500	<b>AUTHOR:</b>	Min [D]
	<b>TITLE:</b>	Autonomous Vehicles: Zero Emissions
	<b>INTRODUCED:</b>	02/17/2021
	<b>LAST AMEND:</b>	06/23/2021
	<b>LOCATION:</b>	Assembly Communications and Conveyance Committee
	<b>HEARING:</b>	07/07/2021 1:30pm
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/23/2021 Read second time and amended. Re-referred to ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE.
	<b>CATEGORY:</b>	Environment



CA SB 542 (Limon), which pertained to zero-emission vehicles, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 548	<b>AUTHOR:</b>	Eggman [D]
	<b>TITLE:</b>	Tri-Valley-San Joaquin Valley Regional Rail Authority
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	04/05/2021
	<b>LOCATION:</b>	Assembly Second Reading File
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/28/2021 Read second time. To third reading.
	<b>CATEGORY:</b>	Rail and Transit

► SB 551	<b>AUTHOR:</b>	Stern [D]
	<b>TITLE:</b>	California Electric Vehicle Authority
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	05/20/2021
	<b>LOCATION:</b>	Assembly Accountability and Administrative Review Committee
	<b>HEARING:</b>	06/30/2021 1:30pm
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/03/2021 To ASSEMBLY Committees on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW and TRANSPORTATION.
	<b>CATEGORY:</b>	Planning

CA SB 580 (Hueso), which pertained to recycled plastics, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

CA SB 582 (Stern), which pertained to climate mitigation, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 589	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> Air Pollution: Alternative Vehicles and Infrastructure</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 05/04/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>HEARING:</b> 07/05/2021</p> <p><b>SUMMARY:</b> Requires the State Energy Resources Conservation and Development Commission to identify workforce development and training resources needed to meet specified goals concerning reducing emissions of greenhouse gases.</p> <p><b>STATUS:</b> 06/23/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on TRANSPORTATION. (12-0)</p> <p><b>CATEGORY:</b> Environment</p>
► SB 596	<p><b>AUTHOR:</b> Becker [D]</p> <p><b>TITLE:</b> Greenhouse Gases: Cement and Concrete Production</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 06/28/2021</p> <p><b>LOCATION:</b> Assembly Second Reading File</p> <p><b>SUMMARY:</b> Requires the State Air Resources Board, as part of, or in coordination with, the scoping plan, to develop a comprehensive strategy for the state's cement sector to achieve net-zero emissions of greenhouse gases associated with cement used within the state as soon as possible, but no later than a specified date.</p> <p><b>STATUS:</b> 06/28/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p><b>CATEGORY:</b> Environment</p>
► SB 598	<p><b>AUTHOR:</b> Pan [D]</p> <p><b>TITLE:</b> Sacramento Regional Transit District: Employee Relation</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 06/16/2021</p> <p><b>LOCATION:</b> Assembly Judiciary Committee</p> <p><b>SUMMARY:</b> Grants Public Employment Relations Board jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District and would require employers and employees to adjudicate complaints of specified labor violations before PERB as an unfair labor practice.</p> <p><b>STATUS:</b> 06/23/2021 From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on JUDICIARY. (6-0)</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

<p>► SB 606</p>	<p><b>AUTHOR:</b> Gonzalez [D]  <b>TITLE:</b> Workplace Safety <i>Violations: Employer Retaliation</i>  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 06/14/2021  <b>LOCATION:</b> Assembly Judiciary Committee  <b>HEARING:</b> 06/14/2021  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  06/22/2021 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on JUDICIARY. (5-2)</i>  <b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
<p>► SB 624</p>	<p><b>AUTHOR:</b> Hueso [D]  <b>TITLE:</b> Environmental Equity and Outdoor Access Act  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 06/21/2021  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  <i>Establishes the Environmental Equity and Outdoor Access Act, which sets forth the states commitment to ensuring all Californians can benefit from, and have meaningful access to, the states rich cultural and natural resources. Requires the agency to prepare a report and submit it to the Legislature with information related to the implementation of these provisions on or before a specified date.</i>  <b>STATUS:</b>  06/21/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i>  <b>CATEGORY:</b> Environment</p>
<p>► SB 643</p>	<p><b>AUTHOR:</b> Archuleta [D]  <b>TITLE:</b> Fuel Cell Electric Vehicle Fueling Infrastructure  <b>INTRODUCED:</b> 02/19/2021  <b>LAST AMEND:</b> 05/20/2021  <b>LOCATION:</b> Assembly Transportation Committee  <b>HEARING:</b> 07/05/2021  <b>SUMMARY:</b>  <i>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.</i>  <b>STATUS:</b>  06/23/2021 <i>From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on TRANSPORTATION. (11-0)</i>  <b>CATEGORY:</b> Planning</p>

► SB 671	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Clean Freight Corridor Efficiency Program
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	06/15/2021
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/21/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on NATURAL RESOURCES. (15-0)
	<b>CATEGORY:</b>	Planning

► SB 674	<b>AUTHOR:</b>	Durazo [D]
	<b>TITLE:</b>	Public Contracts: Workforce Development
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	05/20/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>HEARING:</b>	07/05/2021
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/22/2021 From ASSEMBLY Committee on LABOR AND EMPLOYMENT: Do pass to Committee on TRANSPORTATION. (5-0)
	<b>CATEGORY:</b>	Public Works

CA SB 704 (Gonzalez), which pertained occupation safety and health, failed to the house of origin deadline and is now a two-year bill. Therefore, the bill has been removed from the matrix.

► SB 726	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Fuel and Vehicle Technologies: Sustainability
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	06/16/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>HEARING:</b>	07/05/2021
	<b>SUMMARY:</b>	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.
	<b>STATUS:</b>	06/23/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on TRANSPORTATION. (8-2)
	<b>CATEGORY:</b>	Environment

SB 771	<p><b>AUTHOR:</b> Becker [D]  <b>TITLE:</b> Sales And Use Tax Law: Zero Emissions Vehicle Exemption  <b>INTRODUCED:</b> 02/19/2021  <b>LAST AMEND:</b> 05/11/2021  <b>LOCATION:</b> ASSEMBLY  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  05/26/2021 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (34-4)  <b>CATEGORY:</b> Funding</p>
► SB 791	<p><b>AUTHOR:</b> Cortese [D]  <b>TITLE:</b> Surplus Land <i>Unit</i>  <b>INTRODUCED:</b> 02/19/2021  <b>LAST AMEND:</b> 05/20/2021  <b>LOCATION:</b> <i>Assembly Housing and Community Development Committee</i>  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  06/10/2021 <i>To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.</i>  <b>CATEGORY:</b> Surplus Land</p>
► SB 792	<p><b>AUTHOR:</b> Glazer [D]  <b>TITLE:</b> Sales and Use Tax: Retailers: Reporting  <b>INTRODUCED:</b> 02/19/2021  <b>LAST AMEND:</b> 05/20/2021  <b>LOCATION:</b> <i>Assembly Revenue and Taxation Committee</i>  <b>HEARING:</b> 07/05/2021  <b>SUMMARY:</b>  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.  <b>STATUS:</b>  06/10/2021 <i>To ASSEMBLY Committee on REVENUE AND TAXATION.</i>  <b>CATEGORY:</b> Funding</p>

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

**July 26, 2021**

**To:** Members of the Board of Directors

**From:** Andrea West, Interim Clerk of the Board



**Subject:** Federal Legislative Status Report

Legislative and Communications Committee Meeting of July 15, 2021

**Present:** Directors Bartlett, Hennessey, Hernandez, Murphy, Sidhu,  
and Wagner

**Absent:** Director Delgleize

**Committee Vote**

Following the discussion, no action was taken on this receive and file information item.

**Staff Recommendation**

Receive and file as an information item.



**July 15, 2021**

**To:** Legislative and Communications Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Federal Legislative Status Report

### **Overview**

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. Updates are provided on a potential infrastructure package, efforts to reauthorize federal surface transportation programs, and the annual federal funding process.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

#### Update on the President's Infrastructure Plan

On June 24, 2021, a bipartisan group of Senators announced a tentative agreement on an infrastructure package that would provide funding for transportation infrastructure and also make investments in broadband, water, and the power grid. The agreement would provide a total of \$973 billion in spending over five years, including \$579 billion in spending to supplement annual spending. A breakdown of the \$579 billion in new spending is as follows:

- Transportation – \$312 billion
  - \$109 billion for roads, bridges, other major projects,
  - \$66 billion for passenger and freight rail,
  - \$49 billion for public transit,
  - \$25 billion for airports,
  - \$20 billion for infrastructure financing,
  - \$16 billion for ports and waterways,
  - \$15 billion for electric vehicles and buses, and
  - \$11 billion for safety.



- Other Infrastructure – \$266 billion
  - \$73 billion for the power grid,
  - \$65 for broadband,
  - \$55 billion for water,
  - \$47 billion for resilience,
  - \$21 billion for environmental remediation, and
  - \$5 billion for western water prevention.

The agreement framework did not detail the specific programs any of the funding would flow through. The bipartisan group of Senators did include a list of pay-fors that will reportedly finance all new spending in the infrastructure agreement. As of the writing of this staff report, the Congressional Budget Office (CBO) had not released detailed estimates for how much revenue each pay-for would raise, nor had CBO submitted a comprehensive cost estimate for the infrastructure agreement. Notable listed pay-fors in the framework include:

- Repurposing relief funds – Redirecting unused funds from recent stimulus legislation. Details on which stimulus funding might be repurposed or how much might come from each program were not disclosed.
- Toll credits – Allowing states to sell or purchase unused toll credits for infrastructure, although very little information was provided on how this idea would facilitate new infrastructure investments or whether it might alter how toll credits are currently being used.
- Addressing the tax gap – Increasing collection of unpaid taxes to raise additional revenue. According to CBO cost estimates, \$40 billion in additional funding for the Internal Revenue Service would bring in a projected \$103 billion in additional funding for a net revenue effect of \$63 billion.
- Unemployment insurance integrity – Reducing spending on unemployment insurance and redirecting such funding from recent stimulus legislation.
- Innovative financing – Increasing the use of public-private partnerships, private activity bonds, and other innovative financing mechanisms.

While many questions remain, perhaps the most important issue is how the new spending would be combined with surface transportation reauthorization efforts. Specifically, the agreement does not detail how the assumptions made about annual funding compare to the ongoing work in both the House and Senate on surface transportation reauthorization. According to a fact sheet posted on the White House website, the infrastructure agreement would provide \$973 billion in total spending over five years, consisting of \$579 billion in new spending and \$394 billion in annual spending via existing programs. By contrast, both the House and Senate reauthorization proposals would authorize much higher annual funding levels. The House bill is almost double the annual funding assumption, and the Senate reauthorization effort is almost \$394 billion over

five years without a transit title. Updates on reauthorization legislation moving through the House and Senate are provided below. Staff will continue to provide updates on transportation funding as developments arise.

#### Update on Surface Transportation Reauthorization in the House

On July 1, 2021, the House of Representatives passed the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act by a vote of 221 to 201. The INVEST in America Act, as passed, would have provided more than \$700 billion for federal surface transportation and water infrastructure programs. As detailed in last month's Federal Legislative Status Report, the version of the INVEST in America Act that went to the floor would authorize \$547 billion for highway, rail, transit, and safety programs. Through amendments made on the House floor, the bill now authorizes an estimated \$592 billion for surface programs, which is \$287 billion above the levels authorized by the Fixing America's Surface Transportation Act. This funding level is also significantly above the annual funding assumptions in the bipartisan infrastructure agreement, making the prospects for this legislation uncertain.

The INVEST in America Act includes a \$148 billion transfer from the General Fund to cover spending from the Highway Trust Fund, which is more than the total amount of General Fund transfers, \$140 million, made since 2008. The language on this intergovernmental transfer does not extend excise taxes the way that previous surface bills have, causing many stakeholders to question the bill's long-term transportation funding dynamic. This issue could be resolved when the pay-fors, both on the infrastructure package and any reauthorization effort, are finalized. As such, the prospects for the House's INVEST in America Act depend on both the ongoing work on the infrastructure agreement as well as the reauthorization efforts in the Senate, detailed below.

There was one noted development in the House's amendment process. Orange County Transportation Authority (OCTA) staff worked with Representative Alan S. Lowenthal (D-Garden Grove) to craft an amendment that would improve the bill's new tolling policy. Working with toll operators from across California, staff provided recommended language adjustments to Representative Lowenthal to help clarify the language so that, if enacted, changes to federal tolling policy in the INVEST in America Act would not overly burden future congestion management projects. The amendment clarified that the bill's new requirements related to degradation monitoring for tolling projects would be limited to the toll facility instead of the entire corridor. The amendment also clarified the applicability of the new tolling provisions to future projects, as well as the roles and responsibilities for entities within a tolled corridor. This amendment was adopted as part of a package of amendments by a vote of 217 to 186. These efforts are consistent with the OCTA 2021-22 Federal Legislative

Platform principle to “Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California law.”

#### Update on Surface Transportation Reauthorization in the Senate

On June 16, 2021, the Senate Commerce, Science, and Transportation Committee passed the Surface Transportation Investment Act of 2021 by a vote of 25 to 3. The Surface Transportation Investment Act is a \$78 billion rail title that Senate leaders plan to attach to the \$303.5 billion highway title approved by the Environment and Public Works Committee in May, as detailed in last month’s Federal Legislative Status Report. Together, these bills represent the Senate’s efforts to reauthorize federal transportation programs.

The Surface Transportation Investment Act of 2021 would provide \$78 billion over five years for rail, freight, and safety programs. The bill would provide a total of \$2.2 billion per year for the Infrastructure for Rebuilding America Grants program, more than double the current funding level. The bill also includes language allowing up to 50 percent of funding to be used for multimodal and intermodal projects, a significant increase over the \$100 million annual cap in current law. The bill would also authorize the \$1.5 billion per year for the Rebuilding American Infrastructure with Sustainability and Equity Grant program, originally known as the Transportation Investment Generating Economic Recovery Grant program and then the Better Utilizing Investments to Leverage Development Transportation Discretionary Grants program. Despite annual appropriations, this program has never been authorized.

The bill authorizes \$25 billion for intercity rail and \$7.5 billion for rail safety projects over the next five years. It would almost double annual funding for Amtrak, including \$2.5 billion per year for the National Network and an average of \$1.3 billion per year for the Northeast Corridor. Similarly, the bill would provide significant funding increases for discretionary rail programs. When compared to an average of annually appropriated funding for these programs, the bill would almost triple funding for the Consolidated Rail Infrastructure and Safety Improvement Grants program. It also creates new grant programs dedicated to megaprojects and rail grade crossings.

As of the writing of this report, the Senate Banking, Housing, and Urban Affairs Committee had not released the Senate’s transit title. In addition, the Senate Finance Committee had not taken up the bill to address how to finance these new surface transportation investments. By September 30, 2021, Congress must either pass a reauthorization bill or another extension to prevent an interruption in federal transportation funding. Staff will continue to closely monitor reauthorization proposals and provide updates as necessary.

### Start of the Annual Budget Process

In addition to the infrastructure negotiations and reauthorization processes, the Administration and Congress have started to work on the annual appropriations process. As is the case with the first year of any Administration, the appropriations hearings have been affected by ongoing confirmations to vacant Administration positions, delaying the consideration of funding bills. Notably, language for the transportation funding bill has not yet been released in either the House or the Senate. However, there have been some budget hearings of note. On June 16, 2021, Transportation Secretary Pete Buttigieg testified in front of the Senate Appropriations Committee's Transportation, Housing, and Urban Development Subcommittee. Testifying the week before the infrastructure agreement was announced, Secretary Buttigieg spoke at a high-level in support of an infrastructure package without divulging the details of the negotiations.

On June 23, 2021, Treasury Secretary Janet Yellen testified at a Senate hearing at which she was asked about the debt ceiling. Secretary Yellen said there would be "catastrophic consequences" in failing to raise the debt ceiling. The suspension of the debt ceiling is set to expire on July 31, 2021, at which time Treasury can take what are known as "extraordinary measures" to avoid incurring additional debts that might put the national debt above its current statutory limit. On July 1, 2021, CBO updated its deficit projections to forecast a \$3 trillion deficit, nearly triple pre-pandemic levels. As a result, CBO projects that national debt, as a share of the economy, will reach the highest level in our nation's history within the next decade. Given CBO's unprecedented deficit projections, it is not clear how much flexibility Treasury will have with the so-called extraordinary measures, and Congress may have to act on the debt ceiling very shortly after the statutory deadline on July 31, 2021. This dynamic is particularly relevant to the ongoing discussions about an infrastructure package and surface transportation reauthorization legislation, especially given the uncertainty with pay-fors on each legislative vehicle. Staff will continue to monitor all significant federal funding developments and provide updates as developments arise.

***Summary***

Updates are provided on a potential infrastructure agreement, surface transportation reauthorization legislation, the annual appropriations process, and the availability of federal funding.

***Attachment***

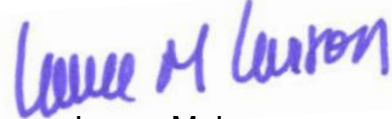
A. Potomac Partners DC, Monthly Legislative Report – June 2021

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## Monthly Legislative Report – June 2021

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### June Advocacy Meetings

**Congressman Alan Lowenthal (D-CA)** – We met with Congressman Lowenthal’s senior staff to discuss [H.R. 3684](#) - INVEST in America Act and the timeline for markup and floor consideration. We also worked closely with staff to offer amendment language prior to floor consideration for tolling provisions in H.R. 3684 this month.

**Congressman Pete Aguilar (D-CA)** – We met with Congressman Aguilar and his senior staff to discuss FY22 appropriations, subcommittee markups, and the process for the consideration of Community Project Funding (earmark) requests. We reiterated the need for equitable formula funding and support for a long-term surface transportation reauthorization.

**Senator Dianne Feinstein (D-CA)** – We followed-up with Senator Feinstein’s staff on support for a long-term surface transportation reauthorization bill and robust funding for transit. We also discussed the timeline for FY22 appropriations in the Senate. We discussed possible FY22 budget levels in the Senate, and support for additional funding for transit.

**Congressman Lou Correa (D-CA)** – We followed-up with Congressman Correa and his staff to discuss support for additional funding tied to the COVID-19 pandemic to augment CARES Act relief funding. We separately followed-up on our funding requests (Transit Security & Operations Center- \$5M, and the Signal Synchronization Base Network \$5M). We discussed possible amendment language to H.R. 3684 that would benefit self-help counties.

**Congressman Mike Levin (D-CA)** – We followed-up with Congressman Levin’s staff to discuss FY22 appropriations. We also discussed support for transit funding, and an extension of the alternative fuel tax credit.

**Congresswoman Linda Sanchez (D-CA)** – We met with Congresswoman Sanchez and her staff to discuss FY22 appropriations and the timeline for committee markups. We discussed support for transit operations funding and additional emergency COVID-19 funding. We also discussed support for a long-term surface transportation reauthorization and funding mechanisms being considered by the House Ways and Means Committee in light of President Biden’s opposition to raising the federal gas tax.

**Congresswoman Grace Napolitano (D-CA)** – We followed-up with Congresswoman Napolitano’s staff this month to discuss support for additional emergency COVID-19 funding, and support for nationally significant passenger rail and goods movement

corridors. We also discussed the INVEST in America Act and opportunities to include amendment language prior to floor consideration.

**Congresswoman Young Kim (R-CA)** – We met with Congresswoman Kim and her senior staff to discuss local OCTA projects and support for a long-term surface transportation reauthorization bill with multi-year direct federal funding. We also discussed a support letter for OCTA's SR-91 RAISE grant and followed up the INFRA grants that were recently announced.

**Congresswoman Katie Porter (D-CA)** – We followed-up with Congresswoman Porter's senior staff to discuss the INVEST in America Act and FY22 appropriations. We discussed the need for additional transit formula funding, and support for additional emergency funding to support recovery from the pandemic as well as potential amendments to H.R. 3684 - INVEST in America Act.

**Congresswoman Michelle Steel (R-CA)** – We met with Congresswoman Steel and her staff this month to discuss the INVEST in America Act and support for a long-term surface transportation reauthorization. We also discussed funding opportunities for programs that would connect low-income customers facing food insecurity with transportation.

**Senator Alex Padilla (D-CA)** – We have been in 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 discussed the Senator's new legislation titled the "High-Quality Transit Operating Support Program", which would seek to create a new formula grant program to support the operating costs of public transportation and associated capital costs.

**House Appropriations: Transportation, Housing and Urban Development** – We were in regular contact with professional staff in the Majority and Minority regarding FY22 appropriations and opportunities to support increased funding for transit operations. We also discussed the markup timeline and the process for CPF requests during markup.

**House Transportation and Infrastructure Committee** – We followed-up with Chairman DeFazio and his senior staff multiple times this month to discuss the surface transportation reauthorization, markup process, and possible funding mechanisms for the INVEST in America Act. We discussed new opportunities for funding in that larger bill and the need to make changes to last year's tolling provisions.

**Senate Banking, Housing, and Urban Affairs Committee** – We followed-up with professional staff to discuss progress on the Surface Transportation Reauthorization. We discussed funding for additional zero-emission buses and related infrastructure. We also discussed the timeline for a draft bill and opportunities to provide input during the drafting process.

**Congressman Sam Graves (R-MO)** – We met with Ranking Member Graves and his Committee staff this month to discuss the surface transportation reauthorization process. We discussed support for a long-term surface reauthorization and equitable formula funding. We also discussed the outlook for opportunities in conference negotiations with the Senate, and possible ‘pay-fors’.

**Senator Rodger Wicker (R-MS)** – We met with Senator Wicker’s Commerce, Science, and Transportation staff to discuss progress on their portion of the surface transportation reauthorization. We discussed opportunities to provide input and the timeline for floor consideration in the Senate.

## **Surface Transportation Reauthorization & Infrastructure**

### ***House Reauthorization***

The INVEST in America Act was approved by the House Transportation and Infrastructure (T&I) Committee in the early hours of Thursday, June 10<sup>th</sup>. The bill was approved by a vote of 38-26 with two Republicans joining the majority after a 19-hour markup (Rep. Brian Fitzpatrick and Rep. Jennifer Gonzalez-Colon). During the markup, Committee Republicans shared their disappointment on what they characterized as a partisan process. Chairman DeFazio held close to his manager’s amendment throughout the amendment process and underscored his objective to work out differences in Conference Committee. The full text of the bill and associated factsheets can be found [here](#).

Prior to floor consideration, the INVEST in America Act was packaged with several Committee-approved water/wastewater infrastructure bills including the Water Quality Protection and Job Creation Act of 2021 (H.R. 1915), as well as the Low-Income Water Customer Assistance Programs Act of 2021 (H.R. 3293) and Assistance, Quality, and Affordability (AQUA) Act of 2021 (H.R. 3291).

The House began floor consideration of the INVEST in America Act on June 30<sup>th</sup>, passing the bill on July 1<sup>st</sup> with a vote of 221-201. The Orange County Delegation voted along party lines, with Reps. Kim (R) and Steel (R) voting against passage. Reps. Lowenthal (D), Correa (D), Levin (D), Porter (D), and Sanchez (D) all voted in favor of passing the bill. An updated factsheet prepared by the House T&I Majority can be found [here](#). A revised text of the bill, as amended in the House, will be available [here](#).

During the House Rules Committee meeting to consider amendments to the bill, an amendment by Rep. Michelle Steel (R-CA) to prohibit funding for the CA High Speed Rail project was rejected. An amendment offered by [Rep. Lowenthal](#) (D-CA) to revise Sec. 1110 on tolling to clarify compliance and the definition of public authorities was included in *En Bloc Amendment #1*, which was passed by a vote of [217-186](#) (**Voted YES**: Lowenthal, Correa, Levin, Porter, Sanchez. **Voted NO**: Kim, Steel). A total of five En Bloc amendments were considered on the House floor before final passage, totaling over 149 amendments. A full list of amendments can be found at the end of this report.



Prior to floor vote, T&I Ranking Member Sam Graves (R-MO) spoke about Republican opposition to the bill, saying “this was a missed opportunity for bipartisanship”. His full remarks can be found [here](#).

The INVEST in America Act does not include new long term funding mechanisms for the Highway Trust Fund (HTF). Conversations with T&I staff indicate that funding mechanisms could be further discussed in conference committee negotiations with the Senate. House jurisdiction on how the HTF will be funded falls under the House Ways and Means Committee.

### **Senate Reauthorization**

In the Senate, jurisdiction for the surface transportation is divided among three committees:

1. Highways, Bridges, Environmental Policy – Senate Environment and Public Works (EPW)
2. Mass Transit – Senate Banking, Housing, and Urban Affairs
3. Rail, Highway Safety, Maritime, TSA – Senate Commerce, Science, and Transportation

The jurisdiction for financing the legislation falls under the Senate Finance Committee. On May 18<sup>th</sup> the Senate Finance Committee held a hearing entitled “*Funding and Financing Options to Bolster American Infrastructure*”. During his opening statements, Chairman Ron Wyden (D-OR) said that he supports paying for surface transportation and infrastructure by “asking America’s largest corporations to pitch in their fair share” and rejecting the idea that the reauthorization should be paid for by user fees. Chairman Wyden signaled support for Build America Bonds. Ranking Member Crapo (R-ID) said that he believes the surface transportation reauthorization and the Highway Trust Fund should continue to be funded by user fees, while accounting for the increase in Electric Vehicles that do not pay the gas tax. Ranking Member Crapo also signaled his support for municipal bonds and raising the cap on Private Activity Bonds, and possibly repurposing the hundreds of billions of unused COVID-19 relief funds.

The Senate Commerce, Science, and Transportation Committee held a markup ([here](#)) of their portion of the surface transportation reauthorization on Wednesday, June 16<sup>th</sup>.

	INVEST Act (HOUSE T&I)	Senate	Building Bridges (8-year) (Problem Solvers Caucus)
Roads, Bridges, Safety	\$343 billion	\$303.5B (EPW)	\$518 billion
Transit	\$109 billion	TBD	\$155 billion
Passenger/Freight Rail	\$95 billion	\$78 billion (Commerce)	\$120 billion

President Biden, joined by several members of the bipartisan group of 21 bipartisan Senators, announced that a tentative agreement had been reached on the framework for an infrastructure package. The *Bipartisan Infrastructure Framework*, the result of nearly a month of negotiations, includes \$579 billion in new infrastructure spending (above the

current baseline), of which \$312 billion would be for transportation infrastructure, while \$266 billion is for other infrastructure areas such as water and broadband. Specific funding levels included in the bipartisan framework include the following:

Transportation Infrastructure	Other Infrastructure
\$110 billion for roads, bridges, and major projects	\$55 billion for water infrastructure
\$11 billion for pipeline and safety programs	\$66 billion for broadband infrastructure
\$49 billion for public transit	\$21 billion for environmental remediation
\$66 billion for passenger and freight rail	\$73 billion for electric infrastructure
\$7.5 billion for electric vehicle (EV) infrastructure	\$5 billion for Western Water Storage
\$7.5 billion for electric buses and transit	\$47 billion for resiliency programs
\$25 billion for airports	
\$16 billion for ports and waterways	
\$20 billion for infrastructure financing	
\$1 billion for reconnecting communities	
<b>Total: \$312 billion</b>	<b>Total: \$266 billion</b>

During debates over the pay-fors and financing mechanisms to cover the cost of the bill, Democrats had proposed corporate tax reforms while Republicans advocated for increased user fees and the repurposing of unused state/local relief funding included in the American Rescue Plan Act (ARPA). Ultimately, the bipartisan framework did not include any of the priorities that had been opposed by the other side throughout the negotiations. Instead, the framework unveiled outlines several potential pay-fors and financing mechanisms to offset the cost of the package not covered by the Highway Trust Fund (HTF), including:

- Repurposing unused 2020 COVID-19 relief funds for infrastructure needs
- Leveraging private sector investments through the use of public private partnerships (P3s), expanded use of Private Activity Bonds and asset recycling, as well as creating direct-pay municipal bonds to attract public infrastructure investments
- Reducing the Internal Revenue Service (IRS) tax gap
- Recouping unemployment insurance (UI) relief funds rejected by states
- Increasing UI program integrity
- Repurposing broadband funding from previously allocated bills
- Allowing states to sell and/or purchase toll credits to bring in new revenue or to apply credits to meet required state/local match requirements with an increase in the nonfederal share
- Proceeds from auctioning 5G spectrum
- Extending and adjusting expiring customs user
- Extending the mandatory sequester
- Selling the strategic petroleum reserve
- Projected economic benefits of the outlined infrastructure investments (*dynamic scoring*)

The agreement includes the Committee-approved titles of the Senate's transportation reauthorization bill, including the highway title approved by the Environment and Public Works (EPW) Committee, and the freight, rail, and safety titles approved by the Senate Commerce-Science-Transportation Committee. The framework also incorporates the Senate-passed Drinking Water and Wastewater Infrastructure Act (DWWIA). It remains unclear at this time whether House leadership would demand that any final infrastructure package include a compromise version of the transportation reauthorization and water infrastructure bills, based on negotiations with the Senate, or if they would simply accept the Senate versions.

### **Executive Branch Confirmations**

The Senate confirmed several of President Biden's executive nominees, including Radhika Fox as Assistant Administrator of the Environmental Protection Agency (EPA) by a vote of 55-43, John Tien as Deputy Secretary of Homeland Security by a vote of 60-34, and Tommy Beaudreau to be Deputy Secretary of the Interior by a vote of 88-9. Other executive nomination confirmations included the confirmation of Candace Jackson-Akiwumi as a U.S. Circuit Judge for the 7th Circuit by a vote of 53-40 and Kiran Arjandas Ahuja as Director of the Office of Personnel Management (OPM) by a vote of 51-50, with Vice President Kamala Harris casting the tiebreaking vote.

### **DOT: Pending and Approved Senate Confirmations**

#### **Confirmed:**

**Secretary** - Pete Buttigieg (2/21)

**Deputy Secretary** - Polly Trottenberg (4/21)

**Undersecretary of Transportation for Policy** - Carlos Monje (6/21)

**Administrator, Federal Aviation Administration** - Stephen M. Dickson (Termed Position, 7/19)

**Administrator, Federal Transit Administration** - Nuria Fernandez (6/21)

**Inspector General** - Eric J. Soskin (Holdover, 12/20)

#### **Awaiting Senate Confirmation:**

**Chief financial Officer and Assistant Secretary for Budget and Programs** - Victoria Wassmer

**Assistant Secretary for Aviation and International Affairs** - Carol A. "Annie" Petsonk

**Assistant Secretary for Governmental Affairs** - Mohsin Syed

**Assistant Secretary for Research and Technology** - Robert Hampshire

**Assistant Secretary for Transportation Policy** - Christopher Coes

**Administrator, Federal Motor Carrier Safety Administration** - Meera Joshi

**Administrator, Federal Railroad Administration** - Amit Bose

#### **No Nominee:**

General counsel

Administrator, Federal Highway Administration

Administrator, Maritime Administration

Administrator, National Highway Traffic Safety Administration

Administrator, Pipeline and Hazardous Materials Safety Administration

## **INVEST in America Act Amendments**

### ***Lamb (D-PA) En Bloc #1***

**Ross, Deborah (D-NC)** – Amendment No. 1 - Establishes a working group to make recommendations on the development, adoption, and integration of light and heavy duty electric vehicles into the transportation and energy systems of the United States

**Auchincloss (D-MA), Huffman (D-CA), Moulton (D-MA)** – Amendment No. 2 - Provides municipalities with the ability to create and expand new mobility options, including on-demand public transportation projects

**Barragán (D-CA)** – Amendment No. 3 - Establishes the Outdoor Recreation Legacy Partnership Program to provide grants to urban communities for the creation and renovation of urban parks

**Beyer (D-VA), Gallego (D-AZ)** – Amendment No. 4 - Adds the text of the Wildlife Corridors Conservation Act of 2021, which provides for the protection and restoration of certain native fish, wildlife, and plant species

**Doggett (D-TX), Lowenthal (D-CA)** – Amendment No. 25 - Ensures the representation of the Metropolitan Planning Organization's board is equitable and proportional to the population

**Fletcher (D-TX)** – Amendment No. 32 - Creates a local match credit for interrelated projects

**Jones, Mondaire (D-NY)** – Amendment No. 50 - Requires a GAO study on the economic benefits of one-seat ride commuter rail service between urban and suburban areas

**Kaptur (D-OH)** – Amendment No. 51 - Expresses the sense of congress on the importance of worker transition and developing a vision for the electric vehicle transition and the resulting worker disruptions for front line transit and transportation workers

**Krishnamoorthi (D-IL)** – Amendment No. 53 - Adds a Sense of Congress that whenever possible federally funded materials should be environmentally friendly

**Langevin (D-RI), Titus (D-NV)** – Amendment No. 55 - Requires the Department of Justice, in addition to the Secretary, to adopt the U.S. Access Board's Public Right-of-Way Accessibility Guidelines as enforceable standards

**Lawrence (D-MI), Speier (D-CA), Frankel (D-FL), Garcia, Sylvia (D-TX), Escobar (D-TX), Garcia, Jesús (D-IL)** – Amendment No. 56 - Offers provisions to promote a more diverse workforce and more inclusive work sites for infrastructure projects

**Levin, Andy (D-MI), Ocasio-Cortez (D-NY)** – Amendment No. 57 - Requires Dept. of Transportation to submit to Congress a report on the plans submitted by states on their intended use of the charging allocation funds under the subsection, including details on how this makes progress towards a national network of EV chargers

**Levin, Andy (D-MI), Ocasio-Cortez (D-NY)** – Amendment No. 58 - Amends eligible project considerations under Sec. 1303 Clean Corridors Program to include considerations for promoting efficient dwell times and amends Sec. 1303 Clean Corridors Program to include requirements for the provision of information on charging station placement through mapping applications

**Lowenthal (D-CA)** – Amendment No. 59 - Revises Sec. 1110 on tolling to clarify compliance and the definition of public authorities

**Lowenthal (D-CA)** – Amendment No. 60 - Allows states to request that the FMCSA update maintenance of effort requirements for Motor Carrier Safety Assistance Program

**McNerney (D-CA)** – Amendment 64 - Revises the Transportation Workforce Outreach Program to include veterans in their targeted effort to increase the number of diverse professionals in the transportation sector

**Moore (D-WI)** – Amendment No. 66 - Increases the percent set-aside for Low and Moderate Community Grant program within the Zero Emission Bus Grant Program from 10 percent to 15 percent

**Nadler (D-NY), Espaillat (D-NY)** – Amendment No. 68 - Allows high-performing local public agencies to utilize enhanced project delivery methods when appropriate

**Neguse (D-CO)** – Amendment No. 69 - Creates a Community Resilience and Restoration Fund and competitive grant program at the National Fish and Wildlife Foundation, and authorizes \$100 million per year for Fiscal Years 22-27 to the Fund

**Norcross (D-NJ)** – Amendment No. 71 - Requires all Electric Vehicle Supply Equipment (EVSE) projects funded directly through the Federal Government to be performed by qualified electricians with Electric Vehicle Infrastructure Training Program certification

**OcasioCortez (D-NY)** – Amendment No. 72 - Revises SEC. 1309(g) of the Active Connected Transportation grant program to direct the Secretary of Transportation to consider the extent to which a project would serve low income residents of economically disadvantaged communities when making grants

**OcasioCortez (D-NY), Williams (D-GA), Brown (D-MD)** – Amendment No. 73 - Adds an evaluation under the Reconnecting Neighborhoods Program that certain community impacts and equity analyses be measured, including: 1) the demographic breakdown of the impacted community by race and socioeconomic status; and 2) the displacement or

disconnection that occurred within the community as a result of the existing facility

**Pappas (D-NH)** – Amendment No. 75 - Prevents the enforcement of length limits on heavy-duty tow and recovery vehicles that are towing wrecked or disabled vehicles to the nearest appropriate facility as directed by an agency provided that the wrecked or disabled vehicle was in compliance with length limits when it became disabled or wrecked

**Plaskett (D-VI)** – Amendment No. 83 - Makes territories of the United States eligible for the National Scenic Byways Program

**Porter (D-CA)** – Amendment No. 84 - Directs the GAO to assess wildfire ignitions, suppression, and evacuation routes as part of its study on the public safety impacts of the US Forest Service's deferred maintenance backlog

**Rice, Kathleen (D-NY)** – Amendment No. 87 - Directs the Department of Transportation to issue a rule on its standards for seat back integrity to reduce the potential for injury to all motor vehicle occupants due to seat back failure during all types of vehicle impact

**Rice, Kathleen (D-NY)** – Amendment No. 88 - Directs the GAO to study the impact and effectiveness of drunk driving child endangerment laws and make recommendations as to how state laws can be improved to protect children from riding as passengers in vehicles driven by drunk drivers

**Sablan (D-MP)** – Amendment No. 90 - Requires a review of the Territorial Highway Program funds within Sec. 1606 (Highway Formula Modernization Report)

**Schrader (D-OR)** – Amendment No. 91 - Adds language to Sec. 1207 to increase bridge resiliency for seismic events

**Speier (D-CA)** – Amendment No. 93 - Revises the Section 5311 formula grant program for rural areas so that eligible public transportation operators may receive the funding more directly

**Stevens (D-MI), Dingell (D-MI), Lawrence (D-MI)** – Amendment No. 95 - Adds research and development on vehicle sensor data solutions to the Vehicular Data Analytics Pilot Program to combat wrong way driving

**Stevens (D-MI), Ross, Deborah (D-NC)** – Amendment No. 96 - Creates Resilient Transportation Infrastructure Centers of Excellence to improve the resilience of transportation infrastructure to natural disasters, extreme weather, and the effects of climate change

**Suoizzi (D-NY), Kuster (D-NH), Cicilline (D-RI), Torres, Ritchie (D-NY), Langevin (D-RI), Rice, Kathleen (D-NY), Zeldin (D-NY), Lynch (D-MA)** – Amendment No. 97 -



Establishes a North Atlantic Rail Interstate Compact

**Titus (D-NV), Moulton (D-MA)** – Amendment No. 99 - Amends the Railroad Rehabilitation and Improvement Financing program to add rail carriers engaged in high-speed rail activities under the eligible entities for credit risk premium subsidy payments

**Torres, Norma (D-CA)** – Amendment No. 101 - Requires Department of Transportation to use updated research on setting speed limits and requires the Department to conduct further research into speed limit setting best practices

**Torres, Norma (D-CA)** – Amendment No. 102 - Raises authorization level of the Transportation Equity Research Program to \$8,000,000 and gives DOT flexibility to conduct research

**Torres, Norma (D-CA)** – Amendment No. 103 - Raises authorization level of the Regional Infrastructure Accelerator Program and incentivizes improving air quality

**Torres, Ritchie (D-NY), Williams (D-GA), Omar (D-MN), Escobar (D-TX), Peters (D-CA)** – Amendment No. 105 -Clarifies that projects to deck over a limited access highway are eligible for funding under the Reconnecting Neighborhoods Program

**Torres, Ritchie (D-NY), Pressley (D-MA)** – Amendment No. 106 - Establishes a GAO study to be conducted 3 years after enactment to review how the installation of electric vehicle charging stations in communities disproportionately impacted by air pollution and high rates of asthma would improve health outcomes

**Velázquez (D-NY)** – Amendment No. 109 - Revises the Climate Resilient Transportation Infrastructure Study to guarantee that residents of public housing and of other HUD-designated affordable housing programs are considered and benefit from resilient infrastructure investments. Further revises the study to consider the needs of and create opportunities for individuals registered with a one-stop career center in the climate resilient workforce

**Velázquez (D-NY)** – Amendment No. 110 - Requires the GAO Study under Section 2505 to include expected cost savings for law enforcement and transit agencies resulting from fare-free transit

**Velázquez (D-NY)** – Amendment No. 111 - Specifies that tree planting is an eligible project activity under Section 1206

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## ***En Bloc #2***

**Beyer (D-VA), Wittman (R-VA)** – Amendment No. 5 - Gives the Secretary of Transportation the authority to reset the interest rates on select and existing TIFIA loans

**Calvert (R-CA), Takano (D-CA)** – Amendment No. 9 - Authorizes the Western Riverside County Wildlife Refuge

**Carter, Troy (D-LA), Fitzpatrick (R-PA), Cohen (D-TN), Titus (D-NV), Katko (R-NY), Buchanan (R-FL), Carter, Buddy (R-GA), Barr (R-KY), Tonko (D-NY), Payne, Jr. (D-NJ), Schakowsky (D-IL), Nadler (D-NY), Reschenthaler (R-PA)** – Amendment No. 15 - Bans the transportation of equines for the purposes of slaughter for human consumption

**Fitzpatrick (R-PA)** – Amendment No. 31 - Requires a GAO Study on the apportionment of liability among Amtrak and the various Northeast Corridor commuter rail agencies. The Study will provide recommendations to the Northeast Corridor Commission, the Transportation and Infrastructure Committee and the Senate Commerce Committee

**Garamendi (D-CA), Burchett (R-TN)** – Amendment No. 34 - Makes safety trainings for trailers on passenger vehicles eligible for grants under NHTSA's Highway Safety Programs

**Graves, Garret (R-LA)** – Amendment No. 43 - Requires the Federal Highway Administration (FHWA) Administrator to issue or update guidance and best practices related to the resiliency of materials, taking into consideration the effect of dynamic changes on maintenance cycles for roadways, including as a result of weather based factors

**Kilmer (D-WA), McMorris Rodgers (R-WA), DelBene (D-WA), Bonamici (D-OR), Huffman (D-CA), Jayapal (D-WA), Larsen, Rick (D-WA), Newhouse (R-WA), Schrader (D-OR), Smith, Adam (D-WA), Strickland (D-WA), Simpson (R-ID), Herrera Beutler (R-WA), Blumenauer (D-OR), Schrier (D-WA)** – Amendment No. 52 - Establishes a new grant program under the Department of Transportation for culvert restoration projects to support anadromous fish passage and recovery

**Lynch (D-MA), Balderson (R-OH), Auchincloss (D-MA), Pappas (D-NH)** – Amendment No. 61 - Ensures that federal funding through the T.I.F.I.A. program is protected by adequate payment and performance security

**Mace (R-SC), Graves, Garret (R-LA)** – Amendment No. 62 - Establishes a GAO study regarding Highway Trust Fund Expenditures which also enables examination of Mass Transit Account and the Highway account

**McMorris Rodgers (R-WA), Newhouse (R-WA), Schrier (D-WA)** – Amendment No.



63 - Specifies that securing areas at risk of flooding, rockslides or mudslides following a wildfire qualifies as a "protective feature" for resiliency funding

**Meuser (R-PA)** – Amendment No. 65 - Increases the federal share for projects in areas of persistent poverty

**O'Halleran (D-AZ), Westerman (R-AR)** – Amendment No. 74 - Increases the tribal transportation program safety set aside from 2% to 4%

**Pence (R-IN), Cuellar (D-TX)** – Amendment No. 76 - Inserts the text of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, which recognizes the infrastructure needs of rural communities by providing technical assistance to help these communities efficiently apply for competitive federal grant programs

**Rice, Kathleen (D-NY), Balderson (R-OH)** – Amendment No. 86 - Authorizes a competitive grant program for states to educate the public on the dangers of drug-impaired driving

**Steil (R-WI), Auchincloss (D-MA), Houlahan (D-PA)** – Amendment No. 94 - Directs the GAO to study and report to Congress the vulnerabilities that the United States transportation system has from ransomware and other cybersecurity threats

**Tonko (D-NY), McKinley (R-WV), McGovern (D-MA)** – Amendment No. 100 - Addresses the expiring authorization for 32 National Heritage Areas before the end of Fiscal Year 2021 with a one-year authorization extension and a one-year extension of the management plan deadline for the 6 new National Heritage Areas created through enactment of the John D. Dingell, Jr. Conservation, Management, and Recreation Act

**Walberg (R-MI), Burgess (R-TX)** – Amendment No. 112 - Adds “mode of transportation” under use of grant funds for collection on traffic stops under Section 3005 Grant Program to Prohibit Racial Profiling. Including mode of transportation data on stops made by law enforcement will provide more robust information for analysis on traffic stops

**McKinley (R-WV), Walberg (R-MI)** – Amendment No. 114 - Prohibits the Secretary of Transportation from issuing a rule or long-term order that would prohibit the transportation of captured carbon dioxide

**Crenshaw (R-TX)** – Amendment No. 119 - Includes unincorporated areas into the definition of eligible entity for low-income drinking water assistance program

**Delgado (D-NY), Fitzpatrick (R-PA), Pappas (D-NH)** – Amendment No. 121 - Requires an industrial entity that introduces perfluoroalkyl or polyfluoroalkyl substances into wastewater treatment systems to provide specified advance notices to such systems, including the identity and quantity of such PFAS

**Pappas (D-NH), Delgado (D-NY), Kildee (D-MI), Fitzpatrick (R-PA), Ross, Deborah (D-NC), Dean (D-PA), Dingell (D-MI), Gallagher (R-WI), Stevens (D-MI)** – Amendment No. 143 - Sets deadlines for EPA to issue Clean Water Act Water Quality Criteria and Effluent Limitations Guidelines and Standards for measurable PFAS and authorizes \$200 million a year for grants to publicly owned treatment works to implement effluent limitations guidelines and standards

### **Adopted By Voice Vote**

#### ***DeFazio (D-OR) En Bloc #3***

**Brady (R-TX)** – Amendment No. 6 - Revises the Railroad Rehabilitation and Improvement Financing program to add new conditions of assistance for loans and loan guarantees issued through the program

**Budd (R-NC)** – Amendment No. 8 - Codifies a Trump Administration policy that does not consider DOT loans as part of the required local share for certain FTA grants

**Crawford (R-AR), Cheney (R-WY), Graves, Garret (R-LA), Rouzer (R-NC)** – Amendment No. 21 - Strikes Section 1201's requirements that states prioritize state of good repair needs over constructing new highway capacity

**Gibbs (R-OH)** – Amendment No. 40 - Prohibits using transit funds for art, non-functional landscaping, and sculptures – or for paying the cost of including an artist on the design team. Allows excess transit funding to be directed toward improving our highway systems

**Gimenez (R-FL)** – Amendment No. 41 - Strikes the section that prohibits funds for any service considered a taxi service that operates under an exemption from testing requirements under 5331

**Jackson, Ronny (R-TX)** – Amendment No. 45 - Strikes section 9101 (Authorization of Appropriations)

**Perry (R-PA)** – Amendment No. 77 - Strikes section 1303, which establishes a clean corridors program to provide formula funding for EV charging and hydrogen fueling infrastructure

**Perry (R-PA)** – Amendment No. 78 - Prohibits the provision of loans or loan guarantees for high speed rail projects not in compliance with FRA tier III safety standards

**Perry (R-PA)** – Amendment No. 79 - Strikes a carbon pollution reduction program and its apportionment

**Perry (R-PA)** – Amendment No. 80 - Prohibits the use of funds for Amtrak Network Expansion

**Perry (R-PA)** – Amendment No. 81 - Strikes the Capital Investment Grant Program

**Perry (R-PA)** – Amendment No. 82 - Strike Section 1602, entitled "Speed Limits."

**Tiffany, Thomas (R-WI)** – Amendment No. 98 - Stipulates that no funds made available from the Highway Trust Fund may be expended for any purpose other than road and bridge construction

**Van Duyne (R-TX)** – Amendment No. 107 - Prohibits federal funds from going to any state permitting costs above that federal standard

**Curtis (R-UT)** – Amendment No. 120 - Prevents the EPA from providing payments if they will impair the financial wellbeing of a public water system to function, including to manage drought conditions. Additionally, it prevents the bar on collections and water user subsidies from taking effect until a report is sent to Congress ensuring proper accounting of all funds used for this purpose

**Duncan (R-SC)** – Amendment No. 122 - Strikes from the bill the "Low-Income Drinking Water Assistance Program" with the exception of a needs assessment to be conducted by GAO

**Hudson (R-NC)** – Amendment No. 125 - Amends the Priority for Funding subsection for the program to give priority to community water systems that are affected by the presence of the chemical GenX. Emphasizes the presence of GenX in community water systems, in 1459E

**McKinley (R-WV)** – Amendment No. 134 - Strikes sections 13201 and 13205 of the bill, so that the cost-benefit requirement and small systems variance remain in the Safe Drinking Water Act

**McMorris Rodgers (R-WA), McKinley (R-WV)** – Amendment No. 135 - Strikes Division I and replaces it with extensions of existing drinking water programs

**Rejected**

Y **180**

N **226**

#### ***DeFazio (D-OR) En Bloc #4***

**Brownley (D-CA)** – Amendment No. 7 - Creates a Climate-Safe Infrastructure Working Group to examine how to integrate scientific data regarding the projected impacts and risks of climate change into infrastructure planning, design, engineering, construction, operation, and maintenance that is funded by the Federal Government

**Carbajal (D-CA), Panetta (D-CA), Peters (D-CA)** – Amendment No. 11 - Establishes a federal grant program for state departments of transportation to carry out pollinator-friendly practices on roadsides and highway rights-of-way

**Carbajal (D-CA)** – Amendment No. 12 - Amends Section 3003 to have the national center of excellence for fair and equitable traffic safety enforcement to also collect data on pedestrian and bicyclist stops

**Carbajal (D-CA)** – Amendment No. 13 - Requires a GAO report to Congress, within one year of enactment, on access to nonemergency transportation for disadvantaged populations in general and includes specific information on how to make it easier for such individuals to use non-emergency medical transportation services and how to make it easier for recipients of grants to coordinate non-emergency medical transportation services for such individuals

**Carbajal (D-CA)** – Amendment No. 14 - Allows states to use funds to collect and include data of people stopped bicycling and walking

**Castor (D-FL)** – Amendment No. 16 - Expands the Congestion Mitigation and Air Quality Improvement (CMAQ) program to allow funding to be used to offset the incremental cost of zero-emission medium and heavy-duty vehicles, related zero emission operations equipment, battery electric charging or fuel cell electric refueling infrastructure, and related infrastructure investments

**Castor (D-FL)** - Amendment No. 17 - Integrates hyperlocal air quality monitoring into the Congestion Mitigation and Air Quality Improvement (CMAQ) program to enhance and improve data gathering on air pollution, especially in environmental justice communities

**Castro (D-TX)** – Amendment No. 18 - Requires the Secretary of Transportation to submit to Congress a report on the disadvantaged business enterprises program carried out by the Department of Transportation

**Cicilline (D-RI)** – Amendment No. 19 - Increases annual funding for the National Scenic Byways Program by authorizing \$39 million from the General Fund for each of fiscal years 2023 through 2026

**Costa (D-CA)** – Amendment No. 20 - Adds "advance mitigation" to the consideration of

environmental impacts that qualify as a capital project under Sec. 9102

**Crow (D-CO), Torres, Ritchie (D-NY), Moore (D-WI)** – Amendment No. 22 - Ensures underserved communities are considered in the expansion of electric vehicle charging infrastructure deployment

**Dingell (D-MI)** – Amendment No. 23 - Establishes an independent non-profit fund, known as the Clean Energy and Sustainably Accelerator (Accelerator), and is authorized with federal funds as necessary spread over a six-year period. The Accelerator would bolster and expand a robust clean energy workforce, invest in infrastructure projects, and help establish green banks nationwide

**Dingell (D-MI)** – Amendment No. 24 - Expresses the sense of the House of Representatives that Congress, in broad consultation with labor, safety groups, industry, and other stakeholders, should begin establishing a federal regulatory framework for the safe deployment of autonomous vehicles nationwide that will support existing jobs and grow the United States workforce of the future, including good union jobs, keep the United States on the forefront of this technology, and keep the United States competitive around the globe

**Escobar (D-TX)** – Amendment No. 26 - Establishes a set aside within the Community Transportation Investment Grant program to invest in colonia surface transportation infrastructure

**Escobar (D-TX)** – Amendment No. 27 - Directs GAO to conduct a study on the infrastructure needs of colonias

Escobar (D-TX), Higgins, Brian (D-NY), DelBene (D-WA), Cuellar (D-TX), Vela (D-TX), Grijalva (D-AZ), Gonzalez, Vicente (D-TX), Vargas (D-CA) – Amendment No. 28 - Increases the percentage of Surface Transportation Block Grant funds, those that can be used for any area of a state, border states can use for border infrastructure from 5 percent to 7 percent. Keeps the set aside as an option for border states and does not make it mandatory

Eshoo (D-CA) – Amendment No. 29 - Adds meeting current or anticipated market demands for charging infrastructure, including power levels and speed, and minimizing charging time to the factors the Secretary of Transportation must consider when developing guidelines for the deployment of charging stations under the Clean Corridors Program in section 1303

Españat (D-NY), Nadler (D-NY), DeSaulnier (D-CA) – Amendment No. 30 - Allows local transportation agencies to be direct aid recipients of the Metropolitan Performance Program where appropriate

**Garamendi (D-CA)** – Amendment No. 33 - Requires the Secretary of Transportation, in consultation with the Federal Energy Regulatory Commission to enter into an

agreement with National Academy of Sciences to study and report on the threats to pipeline safety due to seismicity (i.e. earthquakes and seismic-induced landslides or land subsidence, etc.)

**Garamendi (D-CA)** – Amendment No. 35 - Makes a technical change to Section 1116 (Corrosion prevention for bridges) to ensure full implementation

**Garcia, Jesús (D-IL), Houlahan (D-PA)** – Amendment No. 36 - Revises the bill's provisions on transportation demand management (TDM) to make clarifying and technical changes to further advance transportation demand management and the use of transportation demand management strategies

**Garcia, Jesús (D-IL), Pressley (D-MA)** – Amendment No. 37 - Requires the National Highway Traffic Safety Administration (NHTSA) to issue a rule for motor vehicle bumpers and hoods to be designed to reduce the impact on vulnerable road users, including pedestrians and cyclists, in the event of a collision with a motor vehicle

**Garcia, Jesús (D-IL)** – Amendment No. 38 - Directs the Secretary of Transportation to make sure that the ongoing and future updates to the Manual on Uniform Traffic Control Devices (MUTCD) treat all users equally, including pedestrians and cyclists. Further directs the Secretary to update its guidance on how often the MUTCD is updated and to consider requiring the MUTCD be updated every four years

**Garcia, Sylvia (D-TX)** – Amendment No. 39 - Creates competitive grant program for qualified 2-year or 1-year higher education institutions which provide education and training for careers in the maritime industry. Authorizes \$200 million for the program

**Gomez (D-CA), Morelle (D-NY)** – Amendment No. 42 - Establishes a program to award grants to entities that provide transportation connectors from critically underserved urban communities and rural communities to green spaces

**Grijalva (D-AZ)** – Amendment No. 44 - Authorizes funding for implementation of the National Environmental Policy Act and requires the Task Force to establish guidelines for efficient and effective environmental review, including through the hiring and training of additional personnel. Ensures the transfer language is permitted only as specified in future appropriation Acts

**Johnson, Eddie Bernice (D-TX)** – Amendment No. 46 - Requires the GAO to study and make public a report analyzing the Department of Transportation's performance of the key objectives of the DBE Program

**Johnson, Hank (D-GA)** – Amendment No. 47 - Increases the amount of funding eligible for public transit operating expenses under the Carbon Pollution Reduction Program to 20 percent of eligible funding

**Johnson, Hank (D-GA)** - Amendment No. 48 - Removes construction of maintenance



facilities as an eligible expense under the Reducing Transit Deserts grant program to prioritize operating expenses

**Johnson, Hank (D-GA)** – Amendment No. 49 - Makes adding service hours or days an eligible expense under the Reducing Transit Deserts grant program

**Krishnamoorthi (D-IL), Porter (D-CA)** – Amendment No. 54 - Requires booster seat manufacturers to label products with information regarding the recommended age and weight of the user, requires car seat manufacturers to label products with information regarding the recommended weight and height at which to transition to a booster seat, creates new standards for booster seat side-impact crash testing, and studies how to maximize the safety of car seat tether systems

**Moulton (D-MA), OcasioCortez (D-NY), Costa (D-CA), DelBene (D-WA), Strickland (D-WA), Espaillat (D-NY), Morelle (D-NY), Blumenauer (D-OR), Maloney, Carolyn (D-NY), Cleaver (D-MO), Titus (D-NV)** – Amendment No. 67 - Increases the PRIME program funding by \$1 billion in each of fiscal years 2022 through 2026, for a total increase of \$5 billion

**Porter (D-CA)** – Amendment No. 85 - Requires the Secretary of Health and Human Services and the Administrator of the Environmental Protection Agency to conduct a study on the effects of idling school buses and cars in school zones on children's health

**Rush (D-IL), Dingell (D-MI), Clarke, Yvette (D-NY), Tonko (D-NY), Adams (D-NC)** – Amendment No. 89 - Promotes the domestic manufacture and use of advanced, fuel efficient vehicles and zero-emission vehicles, and encourages electrification of the transportation sector

**Schrier (D-WA)** – Amendment No. 92 - Reauthorizes the Legacy Roads and Trails Remediation Program through 2030 and requires the Forest Service to develop a national strategy to carry out the program

**Torres, Norma (D-CA)** – Amendment No. 104 - Directs the Comptroller General to study units of federally-assisted housing to determine which have access to broadband (10 minutes) 17 and provide recommendations for an all-of government approach to achieving one hundred percent broadband service

**Leger Fernandez (D-NM)** – Amendment No. 113 - Permanently authorizes the Historic Preservation Fund and increases its authorization of appropriations level

**Jackson Lee (D-TX), Espaillat (D-NY)** – Amendment No. 115 - Provides local governments more control over where the funds for the new "Safe Streets" program are spent, by requiring state Departments of Transportation to consult with the local governments before carrying out these complete streets' projects. The "Safe Streets" program uses sets aside safety funds to reduce fatalities and serious injuries on public roads, with a focus on vulnerable road users such as pedestrians, bicyclists, scooters

users, and motorcyclist

**Approved**

Y 221

N 187

**Cammack, Kat (R-FL), Spanberger (D-VA), Rose, John (R-TN), Baird (R-IN), Feenstra (R-IA), Thompson, Glenn (R-PA), Mann (R-KS), Cheney (R-WY), Bishop, Sanford (D-GA)** – Amendment No. 10 - Amends the Motor Carrier Safety Improvement Act of 1999 to exempt livestock haulers from ELD requirements within a 150 mile radius of the final destination

**Withdrawn**

Y

N

**Nehls (R-TX)** – Amendment No. 70 - Strikes Division D of the bill (rail title)

**Not Offered**

Y

N

**Van Duyne (R-TX)** – Amendment No. 108 - Allows states flexibility to return funds for HOV facility after 10 years of operation

**Approved**

Y 230

N 178

***Davids (D-KS) En Bloc #5***

**Barragán (D-CA)** – Amendment No. 116 - Broadens the scope of the GAO consolidation report to include policy recommendations on alternative compliance strategies and recommended best practices on including public participation in distressed water system consolidations

**Bush, Cori (D-MO)** – Amendment No. 117 - Requires EPA Administrator to undertake a review of current and ongoing efforts to remediate radiological contamination at Coldwater Creek in North St. Louis County, MO. Posts public signage to both prevent and mitigate exposure risks for residents in the surrounding areas

**Craig (D-MN)** – Amendment No. 118 - Add the text of the House-passed Local Water



Protection Act, which would amend the Clean Water Act to reauthorize certain programs relating to nonpoint source management at \$200 million for each of Fiscal Years 2022 through 2026

**Escobar (D-TX)** – Amendment No. 123 - Reauthorizes the Wastewater Assistance to Colonias program and increases its authorization level

**Green, Al (D-TX)** – Amendment No. 124 - Requires the Environmental Protection Agency to publish a maximum contaminant level goal and promulgate a national primary drinking water regulation under section 1412 of the Safe Drinking Water Act for chromium-6 within 2 years after the date of enactment of this Act. The maximum contaminant level goal and national primary drinking water regulation promulgated shall be protective of the health of subpopulations at greater risk

**Jackson Lee (D-TX)** – Amendment No. 126 - Directs that the report the EPA Administrator is required by Section 12020 to submit to Congress also document the harm and injury caused by any identified inequities in the distribution of wastewater infrastructure funds with respect to the identified needs of rural communities, economically disadvantaged communities

**Jackson Lee (D-TX)** – Amendment No. 127 - Establishes a Natural Hazard Education And Response Grant Program for community water systems to carry out activities to educate and assist persons served by the community water system in adapting and responding to malevolent acts and natural hazards, including sub-zero temperatures, that disrupt the provision of safe drinking water or significantly affect the public health or the safety or supply of drinking water provided to communities and individuals

**Kaptur (D-OH)** – Amendment No. 128 - Clarifies the reporting requirements for the green project reserve program, setting clearer guidelines for EPA to track the categories of innovative projects that address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities

**Kildee (D-MI)** – Amendment No. 129 - Requires EPA to create a website to help private well owners understand their water quality testing results and provide information on improving their water quality

**Krishnamoorthi (D-IL), Lowenthal (D-CA)** – Amendment No. 130 - Requires the EPA to conduct a study on the effect of toilet wipes marketed as flushable on municipal water systems and residential plumbing systems

**Lawrence (D-MI), Khanna (D-CA)** – Amendment No. 131 - Requires a GAO report on affordability, discrimination, and civil rights violations in water and sewer services nationwide

**Lowenthal (D-CA)** – Amendment No. 133 - Requires the Administrator of the Environmental Protection Agency to promulgate certain limitations with respect to pre-

production plastic pellet pollution

**McNerney (D-CA)** – Amendment No. 136 - Amends the Safe Drinking Water Act to establish a publicly accessible website at the Environmental Protection Agency on reported water main breaks and associated repair activity. After one year, the Administrator shall issue a rule requiring each public water system serving more than 10,000 persons to submit information on each reported water main break and the repair activity for such break

**Moore (WI)** – Amendment No. 137 - Strengthen an existing water infrastructure workforce program to help ensure that low income and very low-income individuals, including those with barriers to employment, are targeted to receive job training on careers in the water and wastewater sectors and increases the authorized funding level to \$25 million annually

**Moore (D-WI), Pappas (D-NH)** – Amendment No. 138 - Authorizes an EPA grant program to support regional stormwater centers of excellence to conduct research and development on innovative stormwater control technologies

**Moore (D-WI)** – Amendment No. 139 - Encourages the use of contractors to carryout lead pipe replacements who hire or provide job training to low-income and very low-income individuals who live in the areas in which such projects will take place and requires a report about the effectiveness of the lead pipe replacement program, including the use of funds to hire low-income and very low-income individuals to carryout the projects

**Norcross (D-NJ)** – Amendment No. 140 - Requires EPA to develop guidance to help public water systems identify high-risk locations for purposes of focusing efforts to test drinking water for lead and replace lead service lines

**OcasioCortez (D-NY), Bowman (D-NY)** – Amendment No. 141 - Doubles the funding to replace and update lead water infrastructure in schools and childcare programs to \$1 billion total (or \$100 million per year)

**O'Halleran (D-AZ)** – Amendment No. 142 - Addresses the Indian Health Service's updated 2019 Sanitation Facilities Deficiency List—which details sanitation deficiency levels for tribal homes and communities nationwide—by setting aside funding for the planning, design, construction, modernization, improvement, and renovation of water, sewer, and solid waste sanitation facilities

**Payne, Jr. (D-NJ)** – Amendment No. 144 - Prioritizes areas with a history of lead water contamination for lead water filtration grants to schools and child care facilities

**Sewell (D-AL)** – Amendment No. 145 - Increases the Authorization of Appropriations for the Household Wastewater Grant Program to \$100,000,000 a year for fiscal years FY2022 to FY2026

**Tlaib (D-MI)** – Amendment No. 146 - Explicitly requires reconnections for residential customers regardless of whether their entire debt is paid off

**Tlaib (D-MI)** – Amendment No. 147 - Adds a study and data collection provisions regarding the prevalence of low-income households in the U.S. who do not have access to affordable wastewater, stormwater, and drinking water services

**Vargas (D-CA), Jacobs, Sara (D-CA), Levin, Mike (D-CA), Peters (D-CA)**  
– Amendment No. 148 - Allows the Environmental Protection Agency to allocate funds to the International Boundary and Water Commission (IBWC), in order for the IBWC to carry out planning and construction, among other related activities, to establish treatment works that address transboundary stormwater and wastewater pollution

**Vargas (D-CA), Ruiz (D-CA)** – Amendment No. 149 - Establishes the California New River Restoration program, through which the Environmental Protection Agency would provide funds, technical assistance, and coordinate local, state and federal stakeholders for the purpose of improving water quality, water management and wildlife protection relating to the U.S. section of the New River

**Approved**

Y 217

N 199

**Lee, Susie (D-NV)** – Amendment No. 132 - Requires that any wastewater infrastructure funded using the Clean Water State Revolving Fund or other Clean Water Act grant programs to first undergo a climate resiliency assessment, which would ensure that future wastewater infrastructure is designed and constructed to withstand potential impacts of climate change, including drought

**Approved**

Y 220

N 200