



AGENDA

Legislative and Communications Committee Agenda

Committee Members

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

Orange County Transportation Authority
Board Room
550 South Main Street
Orange, California
Thursday, June 16, 2022 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's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

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

Public Availability of Agenda Materials

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

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AGENDA

Legislative and Communications Committee Agenda

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 minutes.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by **5:00 p.m. the day prior to the meeting**. 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.

Call to Order

Pledge of Allegiance

Director Hennessey

Special Calendar

- 1. Conference Call with State Legislative Advocate Moira Topp**
Moira Topp/Lance M. Larson

An update of Legislative items in Sacramento will be provided.

Consent Calendar (Items 2 through 8)

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

- 2. Approval of Minutes**

Approve the minutes of the Legislative and Communications Committee meeting of April 21, 2022.



3. Proposed Schedule for the Orange County Transportation Authority's 2023-24 State and Federal Legislative Platforms

Alexis Leicht/Lance M. Larson

Overview

The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and United States Congress beginning in 2023. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

Approve the preparation plan and timeline for the Orange County Transportation Authority State and Federal Legislative Platforms.

4. Citizens Advisory Committee Annual Update and Member Appointments

Christina Byrne/Maggie McJilton

Overview

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

Recommendation

Receive and file the Citizens Advisory Committee status report.

5. Agreement for On Call Marketing Print Services

Jennifer O'Connor/Maggie McJilton

Overview

The Orange County Transportation Authority requires the services of a firm to provide marketing print services. A competitive procurement has been conducted and proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement to continue providing marketing print services.



Recommendations

- A. Approve the selection of Pacific Graphics, Inc., as the firm to provide marketing print services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2288 between the Orange County Transportation Authority and Pacific Graphics, Inc., in the amount of \$325,000, for a three-year initial term with two, two-year option terms to provide marketing print services.

6. Accessible Transit Advisory Committee Annual Update and New Member Recruitment
Christina Byrne/Maggie McJilton

Overview

The Accessible Transit Advisory Committee is a public committee that advises the Orange County Transportation Authority on the transportation needs of senior citizens and persons with disabilities, including OC Bus and OC ACCESS (paratransit) programs. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Accessible Transit Advisory Committee status report.

7. Regional Consolidated Database Agreement
Kristopher Hewkin/Maggie McJilton

Overview

The Orange County Transportation Authority proposes to enter into a memorandum of understanding for the regional rideshare consolidated database with the Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.



Recommendation

Authorize the Chief Executive Officer to negotiate and execute Memorandum of Understanding (MOU) No. C-2-2425 between the Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission, and to define the roles and responsibilities of the regional rideshare consolidated database.

8. Amendment to Agreement for Average Vehicle Ridership Services
Kristopher Hewkin/Maggie McJilton

Overview

As part of its responsibilities in the Regional Rideshare Partnership, the Orange County Transportation Authority provides services that help employers comply with the South Coast Air Quality Management District's Rule 2202 - On-Road Motor Vehicle Mitigation Options, including tracking average vehicle ridership services. On May 22, 2020, the Board of Directors approved an agreement with Innovative TDM Solutions for a two-year initial term with two, one-year option terms for average vehicle ridership services. Board of Directors' approval is requested to exercise the first option term effective July 1, 2022 through June 30, 2023.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-0-2167 between the Orange County Transportation Authority and Innovative TDM Solutions, to exercise the first option term in the amount of \$189,380, effective July 1, 2022 through June 30, 2023, to provide average vehicle ridership services. This amendment will increase the maximum obligation to a total contract value of \$568,021.



Regular Calendar

9. 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. An oppose position is recommended on a bill related to expanding the California Environmental Quality Act. An oppose unless amended position is recommended on legislation pertaining to new vehicle technologies for public transit services. Support positions are recommended on a bill related to a transportation funding needs assessment and a bill related to analysis of recent changes to how a lead agency analyzes transportation impacts of a project under the California Environmental Quality Act.

Recommendations

- A. Adopt an OPPOSE position on AB 1001 (Garcia, D-Downey), which would expand the California Environmental Quality Act and makes changes to how an agency mitigates impacts of a project in disadvantage communities.
- B. Adopt an OPPOSE UNLESS AMENDED position on AB 2441 (Kalra, D-San Jose), which would require public transit employers to notify and collectively bargain the use of new vehicle technologies for public transit services.
- C. Adopt a SUPPORT position on SB 1121 (Gonzalez, D- Long Beach), which would require the California Transportation Commission to conduct a statewide transportation needs assessment.
- D. Adopt a SUPPORT position on SB 1410 (Caballero, D-Salinas), which would analyze the implementation of changes to the California Environmental Quality Act changing the metric to analyze transportation impacts of a project.



10. Federal Legislative Status Report

Kristin Jacinto/Lance M. Larson

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an overview of community project funding requests submitted by Orange County delegation members for the Orange County Transportation Authority. An update is provided on rulemaking associated with new Buy America requirements under the Infrastructure Investment and Jobs Act.

Recommendation

Receive and file as an information item.

Discussion Items

11. Marketing and Communications Update

Ryan Armstrong/Maggie McJilton

Staff will present an update on marketing programs for the Orange County Transportation Authority's multimodal transportation services and programs.

12. Public Comments

13. Chief Executive Officer's Report

14. Committee Members' Reports

15. Closed Session

There are no Closed Session items scheduled.

16. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 21, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.



MINUTES

Legislative and Communications Committee Meeting

Committee Members Present

Lisa A. Bartlett, Chairwoman
Gene Hernandez, Vice Chairman
Barbara Delgleize
Donald P. Wagner

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Gina Ramirez, Clerk of the Board Specialist, Senior
Allison Cheshire, Clerk of the Board Specialist, Senior
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

Mark A. Murphy
Michael Hennessey
Harry S. Sidhu

Call to Order

The April 21, 2022, regular of the Legislative and Communications Committee was called to order by Committee Chairwoman Bartlett at 9:10 a.m.

Pledge of Allegiance

Committee Vice Chairman Hernandez led the Pledge of Allegiance.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided an update on this item.

Consent Calendar (Items 2 and 3)

2. Approval of Minutes

Committee Vice Chairman Hernandez made a motion, seconded by Director Delgleize and passed by those present, to approve the minutes of the March 17, 2022, Legislative and Communications Committee meeting.

3. Agreement for Public Awareness Campaign Services for the OC Streetcar Project

Committee Chair Bartlett pulled this item for additional information on specific efforts the firm will conduct.

Christina Byrne, Department Manager, Public Outreach, provided an update on the contractor's efforts to continue in the area.



Committee Chair Bartlett commented that efforts need to be made to help inform visitors to the area that businesses are open and direct drivers to available parking in the structures.

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

- A. Approve the selection of Katz & Associates, Inc., as the firm to provide community outreach services for the construction phase of the public awareness campaign for the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3853 between the Orange County Transportation Authority and Katz & Associates, Inc., in the amount of \$430,000, for an 18-month initial term, effective through November 30, 2023, with two, one-year option terms, to provide community outreach services for the public awareness campaign for the OC Streetcar project

Director Wagner voted in opposition to this item.

Regular Calendar

4. State Legislative Status Report

Alexis Leight, Government Relations Representative, and Kristin Jacinto, Manager, State, and Federal Relations, reported on this item.

A discussion ensued between Committee members and staff.

A motion was made by Director Wagner, seconded by Committee Vice Chairman Hernandez, and declared passed by those present to:

- A. Adopt an OPPOSE position on AB 1919 (Holden, D-Pasadena), which would require all transit agencies to offer free transit passes to all people 25 years and younger in order to be eligible for certain state funding.
- B. Adopt an OPPOSE position on AB 2237 (Friedman, D-Glendale), which would limit use of State Transportation Improvement Program funding and start a process to define the roles of metropolitan planning organizations.
- C. Adopt an OPPOSE position on AB 2438 (Friedman, D-Glendale), which would realign various state transportation funding programs with state climate goals and policy documents.



5. Federal Legislative Status Report

Kristin Jacinto, Manager, State and Federal Relations reported on this item.

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

Discussion Items

6. Public Comments

There were no public comments received.

7. Chief Executive Officer's Report

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

State Route 55 (SR-55) Improvement Project

- The SR 55 Improvement Project is scheduled to break ground this summer. This project will add a regular lane and a carpool lane between Interstate 5 and Interstate 405 in central Orange County.
- OCTA will host two virtual meetings via zoom to allow the public to learn more about the project.
- The first meeting is on Wednesday, April 27 at noon, and the second meeting is on Wednesday, May 18 at 5:00 p.m.

Federal Mask Mandate

- On April 19, 2022, the requirement to wear face masks on public transit was lifted, following a federal court ruling in Florida on Monday, April 18, 2022, that eliminated the mask mandate on public transportation nationwide.
- Face masks for riders and coach operators are now optional but recommended by the Centers for Disease Control to help protect everyone's health.

Earth Day

- On Friday, April 22, 2022, is Earth Day and OCTA strives to promote environmental sustainability efforts throughout the year.
- OCTA will have staff at an Earth Fest event later today at Santiago Canyon College.

8. Committee Members' Reports

There were no Committee Members' Reports.



9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 9:59 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, May 19, 2022**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST:

Gina Ramirez
Clerk of the Board Specialist, Senior



June 16, 2022

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Schedule for the Orange County Transportation Authority's 2023-24 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and United States Congress beginning in 2023. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

Approve the preparation plan and timeline for the Orange County Transportation Authority State and Federal Legislative Platforms.

Discussion

Prior to each legislative session, the Orange County Transportation Authority (OCTA) Government Relations staff collects proposals and input from the OCTA Board of Directors (Board), OCTA division directors and department managers, OCTA advisory groups, the Orange County legislative delegation, national, regional, and state transportation agencies; interest groups and related associations, area cities and the County of Orange, interested members of the public, and various other stakeholders. Staff evaluates and consolidates these proposals into a framework document that guides OCTA's legislative activities. Working drafts are first submitted to the Board through the committee process. After receiving committee input, staff prepares final documents for the committee that, if approved, go to the full Board for adoption.

The State and Federal Legislative Platforms provide guidance on state and federal statutory, regulatory, and administrative policies for staff and its legislative advocates to pursue in the subsequent legislative sessions. Timely adoption of the platforms allows time to draft bill language, secure bill authors, introduce legislation, recommend advocacy positions on bills, and develop support for OCTA projects and funding priorities.

Once the draft 2023-24 State and Federal Legislative Platforms are prepared, the documents will be reviewed by the Legislative and Communications Committee and then the full Board. After extensive circulation and revision, the State and Federal Legislative Platforms will be presented for final adoption at the Board meeting on November 28, 2022. The proposed schedule for the 2023-24 State and Federal Legislative Platforms is included as Attachment A.

On November 22, 2021, the Board adopted the 2021-22 State and Federal Legislative Platforms, which are included as attachments B and C, respectively.

Summary

The proposed timeline and process for the preparation of the 2022-23 State and Federal Legislative Platforms are presented for approval.

Attachments

- A. Proposed Schedule for the Orange County Transportation Authority's 2023-24 State and Federal Legislative Platforms
- B. State Legislative Platform 2021-22, Orange County Transportation Authority, Adopted on November 22, 2021
- C. Federal Legislative Platform 2021-22, Orange County Transportation Authority, Adopted on November 22, 2021

Prepared by:



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

Approved by:



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

**Proposed Schedule for the Orange County Transportation Authority's
2023-24 State and Federal Legislative Platforms**

Proposed Action	Target Date
Provide the proposed adoption schedule to the Orange County Transportation Authority (OCTA) Legislative and Communications (L&C) Committee and Board of Directors (Board).	June 16, 2022 June 27, 2022
Receive platform suggestions from OCTA Board, staff, and advisory groups, Orange County legislative delegations and organizations, transportation agencies, members of the public, and other stakeholders.	September 23, 2022
Present preliminary draft of 2022-23 State and Federal Legislative Platforms to L&C Committee and the Board. Circulate and receive comments from OCTA Board, staff, legislative advocates, and legal counsel, revising platforms based on input.	October 20, 2022 October 24, 2022
Incorporate comments on preliminary drafts.	November 4, 2022
Present final drafts of 2022-23 State and Federal Legislative platforms to L&C Committee for recommendation to the Board.	November 17, 2022
Present final drafts of 2022-23 State and Federal Legislative platforms to the Board for adoption.	November 28, 2022
Distribute adopted 2022-23 State and Federal Legislative platforms.	December 2022



Adopted on November 22, 2022

STATE LEGISLATIVE PLATFORM 2021-22

ORANGE COUNTY TRANSPORTATION AUTHORITY





The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions. Given the impacts of the coronavirus (COVID-19) pandemic, many of the numbers below reflect the significant decreases in ridership that OCTA experienced during the height of the pandemic:

- Budget for fiscal year (FY) 2021-22 is balanced at \$1.27 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 508 vehicles.
- Among the top 25 busiest bus transit operations in the nation, providing more than 19 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and approximately 350,000 trips in FY 20-21.
- Three Metrolink commuter-rail lines with over 5,000 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes toll road with more than 15 million vehicle trips in FY 2020-21.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2022 BOARD OF DIRECTORS

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Doug Chaffee
Supervisor

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EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

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With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2021-22 State Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) legislative, regulatory, and administrative activities in the coming legislative session. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the upcoming legislative session. The later sections present guiding policy statements for other major issue areas that may arise during the session. Positions on individual items not directly in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in 2021-22

A number of significant transportation issues are expected to be discussed in the 2021-22 legislative session. OCTA will focus its advocacy efforts on the following principles.

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Encourage policies and guidance that restore and increase public transit ridership;
- c) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serve all residents of Orange County;
- d) Support flexibility in the application of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas, allowing OCTA to best meet the needs of its local communities;
- e) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas and more equitable competitive funding processes;

- f) Oppose linking or reprioritizing local and state transportation funding to programs not primarily intended to help the State meet its transportation needs;
- g) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures, specifically regarding the sequencing and delivery of transportation improvements;
- h) Support funding and incentives to develop free- or reduced-fare transit pilot programs that comply with all statutory and regulatory requirements, in order to encourage an increase in transit ridership;
- i) Support policies that encourage ridesharing, teleworking, vanpool, and related congestion relief programs for Orange County commuters;
- j) Support workforce development and training policies that allow OCTA to hire and retain personnel ready to implement the next generation of mobility.

I. IMPLEMENTATION OF ENVIRONMENTAL POLICIES

In order to ensure that the State's environmental regulations and cap-and-trade program are implemented in an equitable manner, which will both help to reduce emissions and encourage the development of necessary infrastructure to serve California's growing population, OCTA will:

- a) Support efforts to ensure local flexibility in meeting the goals of the State's greenhouse gas reduction initiatives, including the creation of incentive-based measures and grant programs to assist with compliance;
- b) Support the creation of formula-based cap-and-trade programs, including maintaining ongoing appropriations for transit, and the prioritization of cap-and-trade funding for transportation projects that achieve greenhouse gas emission reduction;
- c) Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;

- d) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- e) Monitor the State's transition to zero-emission vehicle technology to ensure that any corresponding policies adequately address the impact to long-term transportation funding stability;
- f) Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements;
- g) Oppose efforts to restrict road construction by superseding existing broad-based environmental review and mitigation processes;
- h) Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs.

II. TRANSPORTATION FUNDING

As the Legislature continues to navigate the economic recovery post the COVID-19 pandemic, OCTA will monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. As a proven method to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services, OCTA will also work to promote methods of expediting such projects to allow for such stimulus.

Furthermore, there have been two Executive Orders that will impact OCTA's programs and services, which will be closely monitored to ensure that transportation funds are used for their intended purposes. First, Executive Order N-79-20 requires all passenger vehicles and light trucks sold in California to be zero-emission by 2035, and the same for medium- and heavy-duty trucks by 2045. And secondly, Executive Order N-19-19, directed the California State Transportation Agency to review requirements for discretionary transportation investments to ensure consistency with state emission reduction goals. As a result, the State developed the Climate Action Plan for Transportation Infrastructure which detailed recommendations for administering state funds related to transportation in a way that helps

the State reach its goals related to climate change. Key actions to continue to inform the State's goals include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities;
- c) Support efforts to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Support protecting or expanding local decision-making in programming transportation funds;
- f) Oppose efforts to reduce local prerogative over regional program funds;
- g) Support efforts to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- h) Oppose redirecting or reclassifying transportation revenue sources, including earned interest, for anything other than their intended purposes;
- i) Support the implementation of federal transportation programs in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;
- j) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;
- k) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time;

- l) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding incentives and project delivery tools.

III. FISCAL REFORMS AND ISSUES

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner. While the State enjoyed an unprecedented budget surplus in fiscal year 2021-22, uncertainties over future funding levels remain. Therefore, OCTA will:

- a) Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes and/or mandating specific uses of future local sales tax revenues;
- d) Oppose increases to administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;
- e) Support policies that ensure all users of the State's transportation system pay their "fair share" to maintain and improve the system;
- f) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund;
- g) Support the retention of existing and future local revenue sources;
- h) Support the extension of the state sales tax exemption for the purchase of zero-emission buses.

IV. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP), substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making authority closest to the problem by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the California Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP). OCTA will seek to ensure that the regional focus of the program is preserved. Key provisions to be sought by OCTA include:

- a) Support maintaining the current STIP formula, which provides 75 percent of STIP funding to the locally-nominated RTIP and 25 percent to the ITIP;
- b) Support equitable allocations of transportation funding, such as the north/south formula distribution of county shares and ITIP allocations;
- c) Support efforts to clarify that programming of current period county shares has priority over advancement of future county shares;
- d) Support a formula-based guaranteed disbursement of the ITIP;
- e) Support efforts to allow a mode-neutral STIP;
- f) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and goods movement improvement projects.

V. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased fuel prices may put further strain on existing resources. Thus, OCTA will make every

effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source. To that end, OCTA will focus on the following:

- a) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;
- b) Support the implementation of the Transportation Development Act flexibilities enacted as a result of impacts from the COVID-19 pandemic while continuing to seek improvements to eligibility parameters and administrative rules to eliminate any unnecessary or overly burdensome mandates in order to streamline the administration of transit funding;
- c) Flexibility should be included in state transit funding sources, allowing transit operators to use the funding for both operations and capital expenditures;
- d) Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance;
- e) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- f) Support efforts to encourage and incentivize the interoperability of transit and rail systems within California;
- g) Support limiting the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
- h) Support the citing of transit-oriented development projects (i.e., authorize extra credit towards housing element requirements for these developments), including incentives for development;
- i) Support policies that aim to enhance transit services and the overall safety and security of transit riders, coach operators, and on-road vehicles.

VI. ROADS AND HIGHWAYS

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 (I-405) Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, OCTA will focus on the following:

- a) Oppose the creation of a conservancy that would inhibit the delivery of transportation projects under study or being implemented in the region;
- b) Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the state and local agencies;
- c) Support authorizing local agencies to advertise, award, and administer contracts for state highway projects;
- d) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency;
- g) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;

- h) Support the expanded utilization of continuous access of high-occupancy vehicle (HOV) lanes;
- i) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- j) Support the equitable enforcement of regulations governing transportation network companies;
- k) Support studying the development and safe operation of autonomous vehicles and related technologies;
- l) Support preserving local discretion and flexibility in the development of the congestion management program;
- m) Oppose policies that create undue burden on transportation procurement practices and those that conflict with federal compliance requirements.

VII. ROLES AND RESPONSIBILITIES

In recent years, there have been many efforts to reorganize or restructure transportation programs and local agency responsibilities. OCTA will continue to monitor policies that would significantly affect the way in which it operates, with a focus on the following principles:

- a) Support preserving the role of county transportation commissions, as consistent with existing law, in the administration of transportation programs;
- b) Oppose proposals that reduce the rights and responsibilities of county transportation commissions in planning, funding, and delivering transportation programs;
- c) Oppose policies that unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- d) Support partnerships with alternative mobility providers that allow for adequate information sharing while also respecting the planning efforts of local agencies;
- e) Support efforts to increase the flexibility of funds used for motorist service programs.

VIII. 91 EXPRESS LANES/ MANAGED LANES

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes, a ten-mile managed lane facility on State Route 91 (SR-91), extending from State Route 55 to the Orange/Riverside County line. Since its purchase in 2003, the 91 Express Lanes has provided drivers an alternative mobility option between Orange and Riverside counties, while also allowing for investment in multimodal improvements throughout the SR-91 corridor.

As transportation demands continue to increase, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. OCTA took advantage of one such tool by securing a \$629 million federal loan to supplement state and local funds on the I-405 Improvement Project. The loan, obtained through the Transportation Infrastructure Finance and Innovation Act (TIFIA), will save taxpayers approximately \$300 million in the decades to come. As the TIFIA loan illustrates, OCTA is committed to improving mobility for Orange County residents using the innovative tools and approaches that are allowing transportation agencies to stretch their dollars further than ever before.

Many agencies are discussing the increased use of managed lane facilities. To ensure not only the continued success of the 91 Express lanes, but also to ensure managed lane policy moving forward allows for local flexibility and input, OCTA will:

- a) Ensure that revenues from managed lane facilities remain within the corridor from which they are generated, opposing efforts to divert revenues from managed lane facilities for state purposes;
- b) Support policies that allow OCTA and the Riverside County Transportation Commission to efficiently operate and maintain the 91 Express Lanes into Riverside County;
- c) Support efforts to preserve local flexibility in the administration of toll lanes;

- d) Oppose the construction or operation of managed lane facilities that are established without an adopted statewide managed lane strategy or plan;
- e) Oppose the construction or operation of managed lane facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes;
- g) Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates;
- h) Support collaborative solutions to address the degradation of HOV lanes that respect local transportation funding sources and programs, have the support of the relevant regional transportation planning agency, do not redirect existing local transportation funding sources, and analyze the effect of single-occupant, low-emission vehicles, including associated federal requirements triggered by their access allowance;
- i) Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections.

IX. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in

Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo

and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for the Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Support policies that encourage commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Support efforts to create additional efficiency in rail program oversight, including consideration of possible program consolidation;
- c) Monitor and evaluate plans and progress of high-speed rail and its funding;
- d) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation, operation, and maintenance of Positive Train Control safety technology;
- e) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network;
- f) Monitor policies and regulations that require the implementation of zero-emission locomotives to ensure technical feasibility and adequate funding.

X. GOODS MOVEMENT

The Ports of Los Angeles and Long Beach, the nation's two busiest ports, are vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. While the State's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global marketplace, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary actions to mitigate any negative impacts to local communities. Key positions include:

- a) Support improvements in major trade gateways in
 - a) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the State's economy;
- b) Support policies that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure;
- f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.

XI. ACTIVE TRANSPORTATION

Active transportation projects and programs, which encourage greater mobility through walking and bicycling, have grown in popularity due to the environmental, health, and cost savings benefits. Through local planning efforts such as Orange County's Regional Bikeways Planning Collaborative, the Pacific Coast Highway Corridor Study, and the development of OCTA's Commuter Bikeways Strategic Plan, OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide

Orange County with an efficient and multi modal transportation system. Key positions include:

- a) Support policies to increase the visibility and safety of users engaged in active transportation;
- b) Support creative use of paths, roads, flood channels, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths, in coordination with any local agency with jurisdiction over those properties;
- c) Support funding and programs or policies that encourage the safe operation of an integrated multi-modal system, which includes the interaction between roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities, such as those utilizing electric bicycles;
- d) Support streamlined active transportation funding programs;
- e) Support efforts to streamline and simplify the review and approval by the California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

XII. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose policies adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support efforts to provide greater protection of OCTA's computer and information security systems;
- c) Support establishing reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support consistent campaign contribution limits as applied to both elected and appointed bodies;

- e) Monitor proposed changes related to the Ralph M. Brown Act, and other statutes governing public meetings, including the expanded use of technology.

XIII. EMPLOYMENT ISSUES

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer. Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose policies that circumvent the collective bargaining process;
- c) Oppose policies adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits including pension benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support efforts to reform and resolve inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;
- e) Support workforce development policies that facilitate a more efficient talent acquisition process.

XIV. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA comprehends the importance of ensuring the safety and security of our transportation network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of

first responders. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on its fleet of buses and throughout its bus facilities. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;
- b) Support policies that balance retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
- c) Support the use of new technology to increase the safety of public transportation passengers and operators.



MAP KEY

-  LOSSAN RAIL CORRIDOR
-  I-405 IMPROVEMENT PROJECT (2023)
-  METROLINK ORANGE COUNTY LINE
-  METROLINK INLAND EMPIRE/ORANGE COUNTY LINE
-  METROLINK 91 LINE
-  91 EXPRESS LANES
-  OC STREETCAR PROJECT (2024)

**“Our mission is to enhance the quality of life
in Orange County by delivering safer, faster,
and more efficient transportation solutions.”**

ORANGE COUNTY TRANSPORTATION AUTHORITY

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OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency



Adopted on November 22, 2022

FEDERAL LEGISLATIVE PLATFORM **2021-22**

ORANGE COUNTY TRANSPORTATION AUTHORITY





The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions. Given the impacts of the coronavirus (COVID-19) pandemic, many of the numbers below reflect the significant decreases in ridership that OCTA experienced during the height of the pandemic:

- Budget for fiscal year (FY) 2021-22 is balanced at \$1.27 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 508 vehicles.
- Among the top 25 busiest bus transit operations in the nation, providing more than 19 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and approximately 350,000 trips in FY 20-21.
- Three Metrolink commuter-rail lines with over 5,000 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes toll road with more than 15 million vehicle trips in FY 2020-21.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2022 BOARD OF DIRECTORS

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With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2021-22 Federal Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 117th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 117th Congress

A number of significant transportation issues will be discussed in the 117th Congress. OCTA will focus its advocacy efforts on the following principles:

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Encourage policies and guidance that restore and increase public transit ridership;
- c) Enact and implement long-term surface transportation reauthorization legislation that provides sustainable funding levels for transportation programs in order to meet our county's critical infrastructure needs;
- d) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serves all the residents of Orange County;
- e) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;

- f) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;
- g) Ensure that funding for any new infrastructure initiatives does not replace or adversely affect existing transportation programs;
- h) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures;
- i) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- j) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;
- k) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;
- l) Support funding and incentives to develop free- or reduced-fare transit pilot programs, that comply with all statutory and regulatory requirements, in order to encourage an increase in transit ridership.

I. TRANSPORTATION FUNDING

Current federal law does not require the appropriation of authorized HTF dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the current funding status of OCTA's capital program. Other funding priorities for OCTA include:

- a) Support sustainable transportation funding levels that allow OCTA to continue to improve mobility in and around Orange County;

- b) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs;
- c) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;
- d) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;
- e) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit facilities, rail lines, and related software systems;
- f) Support funding for regional and intercity passenger rail corridors in California;
- g) Support funding to develop bus maintenance training information for the transit agencies;
- h) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding incentives and project delivery tools;
- i) Monitor the distribution of federal formula funding in order to ensure that existing state suballocation processes are utilized.
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;
- c) Ensure a long-term partnership with the federal government that helps OCTA address capital and operating revenue shortfalls;
- d) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;
- e) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;
- f) Oppose unfunded federal mandates that further stretch the resources of state and local transportation agencies;
- g) Oppose policies that undermine or limit local control over land use decisions;
- h) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;
- i) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;

II. REAUTHORIZATION PRIORITIES

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) authorized \$305.5 billion over five years for public transportation, rail, highway, safety, research, and technology programs. The legislation preserved the federal focus on safety, kept intact the established structure of the various highway programs, and continued efforts to streamline project delivery.

With the FAST Act currently under extension, OCTA will focus much of its advocacy efforts in the 117th Congress on enacting long-term reauthorization legislation that allows state and local government agencies to move forward with a federal partner on critical transportation projects. As such, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- j) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;
- k) Support efforts to clarify roles for state and local transportation agencies, as well as for the private sector, in developing innovative approaches to improving mobility;
- l) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California state law;
- m) Support additional funding flexibility to facilitate the use of alternative mobility providers;
- n) Support policies to encourage the safe development, demonstration, deployment, and operation of connected and automated vehicle technologies;

- o) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as those of private sector partners, in the testing and deployment of autonomous vehicles and related technologies;
- p) Oppose rescissions or other arbitrary funding cuts to transportation programs.

III. IMPLEMENTING FEDERAL TRANSPORTATION PROGRAMS

In the 117th Congress, OCTA will continue to support finalizing the implementation of the FAST Act while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

- a) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share;
- b) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for three-to-five years of operating expenses associated with any fixed-guideway or eligible bus projects;
- c) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- d) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs;
- e) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- f) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;
- g) Advocate for policies to encourage, when possible, a "complete streets" approach to multimodal project planning in order to expedite project delivery;
- h) Encourage the Federal Highway Administration (FHWA) to utilize the Regional Transportation Plan

(RTP) as a long-range planning and vision document rather than a detailed 30-year financial plan;

- i) Support shifting the approval of RTP amendments involving Transportation Control Measures from the Environmental Protection Agency back to the FHWA while allowing for an adequate consultation process;
- j) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- k) Encourage cooperation between state and federal partners to mitigate or eliminate any policy that requires direct actions within 180 days of realized degradation on federally-funded highways;
- l) Support streamlining of Federal Buy America requirements to increase certainty while also advocating for greater flexibility in their application.

IV. FISCAL REFORMS AND ISSUES

Several legislative and regulatory proposals would have economic impacts, both positive and negative, affecting the delivery of transportation infrastructure projects that create jobs and spur further business development in Orange County. Regarding these developments, OCTA will:

- a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;
- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy amendment processes that delay project delivery;
- c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;

- d) Support fiscally-sound proposals to adequately addresses the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;
- e) Support the equitable collection and distribution of sales tax revenue from out-of-state, online retailers (*South Dakota v. Wayfair, Inc.*);
- f) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- g) Support policies that expedite the delivery of transportation improvements or the development of business opportunities in order to create jobs and economic activity in Southern California.

V. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. OCTA will continue to monitor the development of additional service to ensure that it

does not adversely affect other transportation funding sources. Other rail policy priorities include the following:

- a) Support funding for rail safety programs, including funding for implementation, operation, and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;
- b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;
- c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;
- d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers.

VI. GOODS MOVEMENT

The twin Ports of Los Angeles and Long Beach are considered "America's Gateway" and the nation's busiest ports. The maintenance and improvement of our region's goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and responsive to the consumer needs of Southern California. The need for the Southern California region to remain competitive is further underscored by the expansion and modernization efforts of foreign competitors. Even though the FAST Act provided dedicated funding for goods movement projects and programs, revenue streams remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment. OCTA's advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;
- c) Support a collaborative approach, including engaging with private sector partners, in developing

and implementing the needed sustainable goods movement infrastructure programs and projects;

- d) Support regionally-significant grade separation projects that improve the flow of goods and people throughout Southern California;
- e) Support local control of goods movement infrastructure and freight mobility projects;
- f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.

VII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of Orange County's transportation system. OCTA will pursue the following priorities to ensure that the agency's safety, security, and emergency preparedness needs are met:

- a) Support increased funding for training, increased surveillance, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to ensure a more resilient transportation system;
- b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;
- c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;
- d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel.

VIII. ENVIRONMENTAL AND ENERGY ISSUES

Federal environmental policies affecting OCTA include the National Environmental Protection Act, the Clean Air Act, the Clean Water Act, and the Endangered Species Act. Therefore, policies to further develop environmental and energy-efficient goals will likely have an impact on OCTA's operations. With such proposals in mind, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process without impairing substantive environmental requirements;
- b) Seek funding to meet state and local environmental quality requirements, including requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;
- c) Support the continuation and expansion of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;
- d) Monitor proposals to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
- e) Support expedited review for project development, right-of-way acquisition, and construction activities;
- f) Ensure adequate flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;
- g) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral.

IX. REGULATORY REQUIREMENTS

OCTA must also monitor several other administrative requirements, including new and expanded regulatory definitions that may affect the agency's operations. As such, OCTA will:

- a) Oppose regulatory efforts to extend the statutory requirements of the Americans with Disabilities Act;
- b) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;
- c) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increase operational costs, making it harder to deliver projects and improve mobility in Orange County;
- d) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;
- e) Oppose policies that limit state or local pension benefit reforms.



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OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency



June 16, 2022

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

Overview

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

Recommendation

Receive and file the Citizens Advisory Committee status report.

Discussion

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

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

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

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

In 2011, the CAC formed a Bicycle and Pedestrian Active Transportation Subcommittee, which meets quarterly to review items and issues related specifically to active transportation. A Technology and Innovation Ad Hoc Committee was also created in 2017, which meets as needed to review new ideas focused on technological advances and innovations that could help improve Orange County's transportation system.

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

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

During the past fiscal year, the CAC met four times, three times via teleconference and once in-person in April 2022, to review and provide feedback on a variety of OCTA programs and topics. Key activities for this past year included:

- Acting as OCTA's stakeholder working group for the 2022 Long-Range Transportation Plan
- Providing feedback on the South Orange County Multimodal Transportation Study, Mobility Hub Strategy Study, Bus System Restructuring Study, Making Better Connections Study, and State Route-91 Comprehensive Multimodal Corridor Plan
- Discussing OCTA's diversity outreach and inclusion efforts
- Reviewing the Attitudinal and Awareness Survey results
- Discussing the progress of the OC Streetcar Project and the Interstate-405 Improvement Project
- Receiving an overview of the Measure M2 (M2) Environmental Mitigation Program and M2 Next 10 Delivery Plan
- Reviewing the projects and programs included in OCTA's 2022 budget
- Receiving updates on sales tax forecasts

Bicycle and Pedestrian Active Transportation Subcommittee

During the past year, the CAC Bicycle and Pedestrian Active Transportation Subcommittee, formerly Bicycle and Pedestrian Subcommittee, met two times to give feedback on ways to better incorporate active transportation as an alternative mode of travel, and to emphasize the need to practice and provide safe transportation methods for adults and youth. The subcommittee also modernized its name to Bicycle and Pedestrian Active Transportation Subcommittee and received updates on the Bike Gap Closure Study, Safe Routes to School Program, and Bike Month.

A highlight of the past year for the subcommittee was the Orange County Electric Bicycle (E-bike) Panel. E-bikes are playing a growing role in the Orange County transportation network. OCTA staff coordinated the panel, which included Orange County E-bike company executives and founders for a discussion with the subcommittee. There was a robust dialogue with Bicycle and Pedestrian Active Transportation Subcommittee members regarding the use of E-bikes as a first and last mile transportation option as well as industry and safety trends.

Member Appointments

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

Beginning in March, Board Members and their staff were contacted with recruitment information, including existing CAC members interested in reappointment and member resignations. The recruitment is now complete, and Board Members have either reappointed existing members or appointed new members to begin service on July 1 2022, or have appointments pending (Attachment A).

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

Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. CAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process for fiscal year 2022-23 now complete, OCTA Board Members have either reappointed existing CAC members or appointed new members. Members who are not continuing on the committee will receive resolutions of appreciation to thank them for their efforts.

Attachment

- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2022-23

Prepared by:



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

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2022-23
(as of 5/19/2022)**

District	Name	Affiliation	Expiration	Director
1	Randy Styner	Garden Grove Resident	2023	Steve Jones
1	Mark Paredes	Garden Grove Resident	2022	Steve Jones
1	Appointment Pending	TBD	2023	Andrew Do
1	Lisandro Orozco	Historic Santa Ana	2024	Andrew Do
1	Manny Escamilla	Santa Ana Active Streets	2023	Vicente Sarmiento
1	Damon Tordini	Engineers Without Borders / Santa Ana Resident	2024	Vicente Sarmiento
2	Adam Wood	Huntington Beach Resident / Building Industry	2023	Barbara Delgleize
2	Dianne Thompson	Huntington Beach Resident	2024	Barbara Delgleize
2	Jim Cunneen	Fountain Valley School District Board of Trustees	2023	Patrick Harper
2	Paul Adams	Santa Ana Resident	2024	Patrick Harper
2	Pete Hardin	Costa Mesa Resident	2023	Katrina Foley
2	Marc Vukceovich	Costa Mesa Alliance for Better Streets	2024	Katrina Foley
3	Appointment Pending	TBD	2023	Mark A. Murphy
3	Jeff Thompson	Building Industry	2024	Mark A. Murphy
3	Kunal Mittal	Civil Engineer	2023	Donald P. Wagner
3	Steve Kozak	Tustin Planning Commission	2024	Donald P. Wagner
3	Karalee Darnell	Yorba Linda Planning Commission	2023	Gene Hernandez
3	Roy Shahbazian	California Community Colleges	2024	Gene Hernandez

ATTACHMENT A

4	Marie Laveaga	La Habra Chamber of Commerce	2023	Fred Jung
4	Laurel Reimer	American Planning Association: Orange Section	2024	Fred Jung
4	Daniel Soper	Cal State Fullerton	2023	Doug Chaffee
4	Nick Polichetti	Placentia Resident	2024	Doug Chaffee
4	Amelia Castro	Anaheim Housing and Community Development Commission	2023	VACANT
4	Deepak Krishan	Irvine Resident	2024	VACANT
5	Meredith Chillemi	LeadingAge	2023	Lisa A.Bartlett
5	Derek McGregor	Trabuco Canyon Advisory Committee	2024	Lisa A. Bartlett
5	Jamey Federico	Dana Point City Council	2023	Joe Muller
5	David Wheeler	Laguna Hills City Council	2024	Joe Muller
5	John Kinney	Laguna Niguel Traffic and Transportation Commissioner	2023	Brian Goodell
5	Tyler Holst	Civil Engineer	2024	Brian Goodell
Public Member	Appointment Pending	TBD	2023	Michael Hennessey
Public Member	Frank Murphy	Orange Resident	2024	Michael Hennessey
Public Member	Eddie Marquez	Orange County Hispanic Chamber of Commerce	2023	Tam Nguyen
Public Member	Dan Kalmick	Huntington Beach City Council	2024	Tam Nguyen



June 16, 2022

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for On-Call Marketing Print Services

Overview

The Orange County Transportation Authority requires the services of a firm to provide on-call marketing print services. A competitive procurement has been conducted and proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement to continue providing on-call marketing print services.

Recommendations

- A. Approve the selection of Pacific Graphics, Inc., as the firm to provide on-call marketing print services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2288 between the Orange County Transportation Authority and Pacific Graphics, Inc., in the amount of \$325,000, for a three-year initial term with two, two-year option terms to provide on-call marketing print services.

Discussion

The Orange County Transportation Authority (OCTA) develops and implements transportation programs designed to reduce traffic congestion and improve air quality, in addition to operating the countywide bus services. OCTA communicates with Orange County residents and current bus customers with a variety of printed materials throughout the year to provide information and updates about OCTA's services and programs.

These printed materials vary in color from one to four colors for graphics and/or photos, with quantities ranging from hundreds to tens of thousands of pieces. The types of printed materials include but are not limited to booklets, brochures,

flyers, and direct mail pieces. Many of these printed pieces are delivered to bus bases and OCTA headquarters for distribution to the public. OCTA also utilizes direct mail campaigns that in some cases need individualized addresses, as well as the proper sorting and drop-off locations required by the United States Postal Services (USPS).

OCTA both operates an in-house printing facility and utilizes a contractor for printing needs that exceed the resources of the in-house printing facility. The in-house facility generally can accommodate limited lower quantity printed pieces up to a 13"x18" paper size. Occasionally, the in-house printing facility cannot accommodate the workload or scale of printing requirements needed, so these jobs are sent to an outside printer on an as-needed basis. Many direct mail campaigns require sorting according to USPS requirements, and an outside firm is more appropriately resourced to perform this task. Due to the specialized needs of some print campaigns and certain limitations of the in-house printing facility, a contracted printing and mail-house fulfillment firm is needed to assist with higher quantities and more complex printed materials.

OCTA's current contract with Pacific Graphics, Inc. (PGI) for marketing print services is set to expire on June 30, 2022. A new contract is needed to print and deliver materials needed in support of OCTA marketing and communication programs. Historically, OCTA has held shorter-term contracts (one to two years) for these services; however, it was determined that the on-call printing program will benefit from a longer term (seven years including option terms) as it will allow for a consistent workflow and potential cost savings from higher print volume commitments resulting from a multi-year agreement.

Procurement Approach

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

On March 15, 2022, Request for Proposals (RFP) 2-2288 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on March 14 and March 21, 2022. A pre-proposal conference was held on March 22, 2022, with one attendee representing one firm. Two addenda were issued to provide a copy of the pre-proposal registration sheet and presentation, as well as respond to questions received.

On April 5, 2022, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, General Services, Marketing and Customer Engagement, and Special Transit Services departments met to review all proposals.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 30 percent as the firm must have prior experience providing marketing print services. Staffing and project organization was weighted at 20 percent to ensure that the firm has an experienced project manager and staff to provide services as needed for printing and mail house projects. The work plan was also weighted at 20 percent to ensure the firm has an approach for meeting OCTA's requirements as specified in the scope of work. Finally, cost and price are assigned a weight of 30 percent to ensure OCTA receives the best value for the services provided.

On April 12, 2022, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

Pacific Graphics, Inc. (PGI)
City of Industry, California

The Castle Press (Castle Press)
Anaheim, California

On April 19, 2022, the evaluation committee conducted interviews with both short-listed firms. The interview consisted of a video presentation and virtual tour of the firms' facilities to display their equipment and working environment. Each firm's project managers and key team members had an opportunity to present their team's qualifications and respond to the evaluation committee's questions. Questions were related to equipment availability and specifications, as well as staff responsibilities and quality control measures. In addition, each team was asked specific clarification questions related to their proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and made adjustments to individual scores; however, the ranking of the firms remained unchanged.

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

Qualifications of the Firm

PGI was established in 1989 in the City of Industry, California. The firm has a 13,000 square-foot facility with 20 employees. PGI demonstrated relevant experience in the printing industry with work on projects similar to the scope of work. Current customers include the cities of Chino Hills, Perris, Pico Rivera, and San Marino, as well as Los Angeles County Metropolitan Transportation Authority, OCTA, and Southern California Regional Rail Authority. The firm did not propose to utilize any subcontractors as it has all equipment necessary to provide mailing, fulfillment, and distribution services as required per the scope of work. During the interview, the firm provided a detailed video of its facilities.

Castle Press is a printing firm founded in 1931 with 27 employees and based in Anaheim, California. The firm has experience working with government entities, cities, universities and colleges, as well as the Jet Propulsion Laboratory and Massachusetts Bay Transportation Authority. Castle Press provides all design, manufacturing, mailing and fulfillment services for the proposed project, and the firm did not propose to utilize any subcontractors. During the interview, Castle Press conducted a live facility tour to demonstrate the equipment that will be utilized to perform the required services. However, the tour missed some of the departments and the live feed was in poor visual quality, which made it difficult to see the condition and operability of the equipment.

Staffing and Project Organization

PGI proposed a knowledgeable project team with experience working on similar projects including OCTA's bus marketing print services. The proposed project manager has 33 years of experience working at PGI. The proposed supporting key staff have experience ranging from six to 33 years of experience in the printing industry. The firm's proposed staffing plan demonstrated availability for support and oversight of OCTA's printing and mail house needs. The project team's experience includes production management, production processes, mailing, and shipping. During their interview, the firm clearly discussed staff roles

and responsibilities, as well as explained staff background and experience with the company.

Castle Press proposed a knowledgeable staff for OCTA marketing print services. The proposed project manager has 25 years of experience in the printing industry and has one year of tenure with the firm. The proposed supporting staff has relevant experience including commercial printing and marketing, programming and database development, web design, photo retouching, and illustration. The firm did not include resumes or an organization chart as required by the RFP. During the interview, the firm discussed the roles and responsibilities of its proposed team.

Work Plan

PGI presented a work plan that addressed all elements of the scope of work. The firm discussed its approach to digital press printing, which can be printed and distributed in a 24 to 48-hour period, and digital variable data printing with standard turnaround on print jobs of five workdays. PGI also addressed its ability to print and distribute direct mail projects with quantities ranging from 30,000 to 50,000, and how it manages print requests from project scheduling, production, shipping, and delivery. Additionally, the firm described how its quality control process is implemented during each step of the work plan. Quality control checks are performed throughout the workflow from when the OCTA project manager submits a request for printing to when job ticket plates go to press to ensure successful deliveries. The firm has the ability to produce, deliver, or accept files from Adobe Creative Suite, Hi-Resolution PDF, Microsoft Office, and File Transfer Protocol electronic file transfer.

Castle Press provided a day-to-day plan for marketing and print services. The firm discussed its approach to implementing quality control measures to ensure successful delivery of print services, including detailed steps in providing standard operating procedures for each process a job requires. However, the processes provided focused on internal communication and didn't address feedback and communication with OCTA. The firm has compatibility for both personal computer and Macintosh and can provide one-off high resolution digital print proofs, as well as high-resolution Epson contract color proofs for lithographic press color match. During the interview the firm provided visuals of the equipment on-site that are proposed to perform the required scope of services.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest average weighted unit rate. The other proposals' average weighted unit rates were based on their relation to the lowest average weighted unit rate. PGI's rates were competitive among the firms; therefore, the firm's rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals and information obtained from the interviews, the evaluation committee recommends the selection of PGI as the top-ranked firm for marketing print services. The firm delivered a thorough and comprehensive proposal and an interview that was responsive to all requirements of the RFP.

Fiscal Impact

OCTA and Bus Marketing and Communications printing services are included in OCTA's proposed Fiscal Year 2022-23 Budget and will be funded through the Orange County Transit District Fund 30 and OCTA General Fund F01.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2288 between the Orange County Transportation Authority and Pacific Graphics, Inc., in the amount of \$325,000, for a three-year initial term with two, two-year option terms, to provide marketing print services on an as-needed basis.

Attachments

- A. Review of Proposals RFP 2-2288 Marketing Print Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 2-2288 Marketing Print Services
- C. Contract History for the Past Two Years, RFP 2-2288 Marketing Print Services

Prepared by:



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Approved by:



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Materials Management
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**Review of Proposals
RFP 2-2288 Marketing Print Services**

ATTACHMENT A

Presented to Legislative and Communications Committee - June 16, 2022

Six proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average Weighted Unit Rate
1	82	Pacific Graphics, Inc. City of Industry, California	None	<p>Specializes in printing, mailing, data entry/tabulation, and related services.</p> <p>Proposed project team consists of owners, production manager, accounting/administration, press operator, delivery service, and customer service representative.</p> <p>Proposed project manager and press operator each have 33 years of experience with firm and the customer service representative has six years experience.</p> <p>Work plan included a quick turnaround for printing and distribution of digital press projects as well as standard print jobs.</p> <p>Ability to produce, deliver, or accept files from Adobe Creative Suite, Hi Resolution PDF, Microsoft Office, and File Transfer Protocol electronic file transfer.</p> <p>Conducted a very good interview that included a display of the firm's equipment in full operation in its facility.</p> <p>Currently providing bus marketing and print services for the Orange County Transportation Authority.</p>	\$0.84
2	77	The Castle Press Anaheim, California	None	<p>The firm specializes in providing all design and manufacturing services.</p> <p>Proposed project team includes an account manager, a customer service representative, and senior web developer.</p> <p>The proposed project manager has 25 years of experience in the printing industry and one year with the firm.</p> <p>Compatibility with both personal computer and Macintosh, video had one-off high-resolution digital print proofs, and high resolution Epson contract color proofs for litho press color match.</p> <p>The visuals of the presentation during the interview were of poor quality.</p>	\$0.69

Evaluation Panel:

Contracts Administration and Materials Management (1)

Marketing and Customer Engagement (2)

Special Transit Services (1)

General Services (1)

Proposal Criteria

Qualifications of the Firm

Staffing and Project Organiz

Work Plan

Cost and Price

Weight Factors

30%

20%

20%

30%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)

RFP 2-2288 Marketing Print Services

FIRM: PACIFIC GRAPHICS, INC.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.0	4.5	4.0	6	25.2
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4	16.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4	16.0
Cost and Price	4.1	4.1	4.1	4.1	4.1	6	24.6
Overall Score	83.6	80.6	80.6	83.6	80.6		82
FIRM: THE CASTLE PRESS						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.0	3.5	3.0	3.5	6	19.8
Staffing/Project Organization	3.5	3.0	3.0	3.0	3.5	4	12.8
Work Plan	3.5	3.5	3.5	3.0	3.5	4	13.6
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
Overall Score	79.0	74.0	77.0	72.0	79.0		77

Range of scores for non-short-listed firms is 33 to 69.

CONTRACT HISTORY FOR THE PAST TWO YEARS**RFP 2-2288 MARKETING PRINT SERVICES**

Prime and Subcontractor	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Pacific Graphics, Inc.						
Contract Type: Time-and-Expense	C-8-1568	Printing services for marketing projects.	May 23, 2018	June 30, 2022	N/A	\$ 160,000
Subconsultants: None						
Contract Type: Time-and-Expense	C-8-1985	Printing services for 91 Express Lanes.	December 24, 2018	June 30, 2020	N/A	\$ 240,000
Subconsultants: None						
Sub Total						\$ 400,000
The Castle Press						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
Sub Total						\$ -



June 16, 2022

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Accessible Transit Advisory Committee Annual Update and Member Appointments

Overview

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

Recommendation

Receive and file the Accessible Transit Advisory Committee status report.

Background

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

Discussion

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

Beginning in February, Board Members and their staff were contacted with recruitment information, including existing ATAC members interested in reappointment and member resignations. The recruitment is now complete, and Board Members have either reappointed existing members or appointed new members to begin service on July 1, 2022 or have appointments pending (Attachment A).

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

During the past year, the ATAC met four times, three times virtually and once in person in April 2022, to review and provide feedback on a variety of OCTA programs and topics. Key presentation and discussion topics for this past year included:

- Transit service and OC Bus service
- Same-day taxi service
- Enhanced Mobility for Seniors and Individuals with Disabilities Grant Program
- Service animal practices on OC ACCESS
- OC ACCESS eligibility and operations
- OC ACCESS designated stops
- Trapeze EZ Wallet
- OCTA's Senior Mobility Program and policies
- Long-Range Transportation Study
- Mobility Hub Study
- Making Better Connections Study

Summary

The ATAC continues to serve in an advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. ATAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process for FY 2022-23 now complete, OCTA Board Members have either reappointed existing ATAC members or appointed new members. Members who are not continuing on the committee will receive resolutions of appreciation to thank them for their time and efforts.

Attachment

- A. Orange County Transportation Authority Accessible Transit Advisory
Committee Roster Fiscal Year 2022-23

Prepared by:

A handwritten signature in blue ink that reads "Christine L. Byrne".

Public Outreach Department
Manager
(714) 560-5717

Approved by:

A handwritten signature in blue ink that reads "Maggie M. Futo".

Executive Director,
People and Community Engagement
(714) 560-5824

**Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2022-23
(as of 05/27/2022)**

District	Name	Affiliation	Expiration	Director
1	Sandra Albear	Braille Institute of America	2023	Andrew Do
1	Appointment Pending	TBD	2023	Andrew Do
1	Jim Nguyen	Acacia Adult Day Services	2024	Steve Jones
1	Mario Ortega	Abrazar, Inc.	2023	Steve Jones
1	Appointment Pending	TBD	2024	Vicente Sarmiento
1	Cesar Hernandez	Transportation Solutions	2024	Vicente Sarmiento
2	Scott Quinlan	Lions District 4-L4/ Fountain Valley Accessibility Committee/ Blind Veterans Association	2024	Barbara Delgleize
2	Mary Lou Shattuck	Alzheimer's Family Services Center	2024	Barbara Delgleize
2	Henry Michaels	Elwyn California	2023	Patrick Harper
2	Appointment Pending	TBD	2024	Patrick Harper
2	Appointment Pending	TBD	2024	Katrina Foley
2	Jon Peat	Cypress Council Member	2024	Katrina Foley
3	Arturo Cazares	Regional Center of Orange County	2024	Mark A. Murphy
3	Raymond Bueche	Coordinator of Transition Services, Saddleback Valley Unified School District	2023	Mark A. Murphy
3	Sue Lau	Polio Survivors Plus, AARP	2024	Gene Hernandez
3	Appointment Pending	TBD	2023	Gene Hernandez
3	Richard King	Committee for Persons with Disabilities, Fountain Valley	2024	Donald P. Wagner

**Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2022-23
(as of 05/11/2021)**

District	Name	Affiliation	Expiration	Director
3	Ellen Schenk	State of California Department of Rehabilitation	2024	Donald P. Wagner
4	Appointment Pending	TBD	2024	Doug Chaffee
4	Paul Miller	Disability Support Services, Emeritus California State University, Fullerton	2023	Doug Chaffee
4	Appointment Pending	TBD	2024	Fred Jung
4	Appointment Pending	TBD	2024	Fred Jung
4	Wayne Heidle	Marshall B. Ketchum University	2024	VACANT
4	Appointment Pending	TBD	2024	VACANT
5	Sandy Rains	Laguna Niguel City Council	2024	Lisa A. Bartlett
5	Ericka Danczak	County of Orange Office on Aging	2024	Lisa A. Bartlett
5	Pam Thompson	Saddleback Unified School District	2024	Joseph Muller
5	Sandra Stang	Housing and Transportation Committee / Senior Citizens Advisory Council	2023	Joseph Muller
5	John Ulrich	Laguna Niguel Chamber of Commerce	2024	Brian Goodell
5	Tom Krogstad	Senior and Special Needs Advocate	2023	Brian Goodell
Public Member	Appointment Pending	TBD	2024	Michael Hennessey
Public Member	Isaac López	Advocate for Persons with Disabilities	2024	Michael Hennessey
Public Member	Thanh Huynh	Vice President of Viet-CARE	2024	Tam Nguyen
Public Member	Brandi Kelly Contreras	City of Huntington Beach	2023	Tam Nguyen



June 16, 2022

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Regional Consolidated Database Agreement

Overview

The Orange County Transportation Authority proposes to enter into a memorandum of understanding for the regional rideshare consolidated database with the Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Memorandum of Understanding (MOU) No. C-2-2425 between the Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission, and to define the roles and responsibilities of the regional rideshare consolidated database.

Discussion

The Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (LACMTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA) and Ventura County Transportation Commission (VCTC), referred to collectively as the “regional rideshare agencies,” regularly coordinate regional rideshare activities including implementation of South Coast Air Quality Management District (South Coast AQMD) Rule 2202 On-Road Motor Vehicle Mitigation Options, ride-matching, marketing, and outreach.

In June 2019, SBCTA’s Board of Directors approved a contract for a new rideshare software, which transitioned SBCTA’s and RCTC’s rideshare programs to the same rideshare software that LACMTA, OCTA, and VCTC currently utilize (regional rideshare software). SBCTA and RCTC fully

transitioned to the regional rideshare software in July 2020. With the regional rideshare agencies now operating on the same software, the focus shifted to merging the regional rideshare agencies' rideshare databases, also referred to as the "consolidated database," which has been completed.

As the lead agency for the consolidated database, SBCTA is responsible for maintaining the database. A contract exists between the regional rideshare agencies to fund the regional rideshare software for the database. The software costs are shared between the regional rideshare agencies based on county population share, similar to how the regional rideshare agencies implement other activities. Staff is requesting approval of a separate memorandum of understanding (MOU) between the regional rideshare agencies, which sets forth the data ownership, privacy, confidentiality, and responsibilities of the regional rideshare agencies as users of the regional rideshare consolidated database. While the regional rideshare software will always be contracted, thus requiring renewal and procurements, the MOU would remain evergreen in nature to preserve the database regardless of which regional rideshare software is procured.

Fiscal Impact

There is no cost associated with this MOU.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Memorandum of Understanding No.C-2-2425 between the Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission, and to define the data ownership, privacy, confidentiality, and responsibilities of the regional rideshare consolidated database.

Attachment

None.

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June 16, 2022

To: Legislative and Communications Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Agreement for Average Vehicle Ridership Services

Overview

As part of its responsibilities in the Regional Rideshare Partnership, the Orange County Transportation Authority provides services that help employers comply with the South Coast Air Quality Management District's Rule 2202 - On-Road Motor Vehicle Mitigation Options, including tracking average vehicle ridership services. On May 22, 2020, the Board of Directors approved an agreement with Innovative TDM Solutions for a two-year initial term with two, one-year option terms for average vehicle ridership services. Board of Directors' approval is requested to exercise the first option term effective July 1, 2022 through June 30, 2023.

Recommendations

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-0-2167 between the Orange County Transportation Authority and Innovative TDM Solutions, to exercise the first option term in the amount of \$189,380, effective July 1, 2022 through June 30, 2023, to provide average vehicle ridership services. This amendment will increase the maximum obligation to a total contract value of \$568,021.

Discussion

The Orange County Transportation Authority (OCTA) serves as the county transportation commission (CTC) for Orange County. OCTA and the following CTCs form the Regional Rideshare Partnership:

1. Los Angeles County Metropolitan Transportation Authority
2. Riverside County Transportation Commission
3. San Bernardino County Transportation Authority
4. Ventura County Transportation Commission

The CTCs have been jointly providing regional rideshare services to employers since the Southern California Association of Governments (SCAG) ceased to provide these services in 2003. In this context, “rideshare” refers to all modes of transportation other than driving alone to work, including commuting to work by bus, teleworking, train, carpool, vanpool, walking, and bicycling, all which reduce congestion and improve air quality.

Like other CTCs in the South Coast Air Basin, OCTA provides services that help employers comply with the South Coast Air Quality Management District’s (South Coast AQMD) Rule 2202 - On-Road Motor Vehicle Mitigation Options, which provides employers of 250 or more employees with a number of options to reduce mobile-source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements.

Employers seeking to reduce the number of vehicles traveling to their worksite(s) must survey their employees annually to calculate average vehicle ridership (AVR), which, in broad terms, is calculated by the number of employees arriving to a worksite divided by the number of vehicles. The South Coast AQMD established an AVR target of 1.50 for Orange County employers, which represents an average ratio of 1.50 employees per vehicle arriving to the worksite.

OCTA facilitates the annual employer transportation survey and AVR calculation services through an agreement with Innovative TDM Solutions, which has an initial term that expires on June 30, 2022. The one-year term extension allows this firm to continue supporting OCTA’s efforts in providing regional rideshare services.

Procurement Approach

The original procurement was handled in accordance with OCTA’s Board of Directors (Board)-approved policies and procedures for professional services. On May 22, 2020, the Board approved the award of the agreement with Innovative TDM Solutions to provide AVR services. The original agreement was awarded on a competitive basis and includes a two-year initial term with two, one-year option terms for AVR services in the amount of \$378,641. The initial term expires on June 30, 2022.

The proposed Amendment No.1 is to exercise the first option term of the agreement for a period of one year, effective July 1, 2022 through June 30, 2023. Amending this agreement will increase the maximum obligation by \$189,380, bringing the total contract value to \$568,021. The option term pricing will remain as originally negotiated for the agreement. Exercising the first option term will allow Innovative

TDM Solutions to continue providing AVR services for an additional 12 months through June 30, 2023.

Fiscal Impact

This project is included in OCTA's proposed Fiscal Year 2022-23 Budget, Rideshare Marketing. The program is funded with Federal Transit Administration grant funds in Account No. 1841-7519-A2237-L75.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-0-2167 between the Orange County Transportation Authority and Innovative TDM Solutions, to exercise the first option term in the amount of \$189,380, effective July 1, 2022 through June 30, 2023, to provide vehicle ridership services. This amendment will increase the maximum obligation to a total contract value of \$568,021.

Attachment(s)

- A. Innovative TDM Solutions, Agreement No. C-0-2167 Fact Sheet

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ATTACHMENT A

Innovative TDM Solutions Agreement No. C-0-2167 Fact Sheet

1. May 22, 2020, Agreement No. C-0-2167, \$378,641, approved by the Board of Directors (Board).
 - Agreement was executed July 1, 2020, with Innovative TDM Solutions to provide consulting services for the Average Vehicle Ridership (AVR) Program.
 - Two-year initial term effective July 1, 2020 through June 30, 2022 with two, one-year option terms.
2. May 23, 2022, Amendment No. 1 to Agreement No. C-0-2167, \$189,380, pending approval by Board.
 - To exercise the first option term of the agreement to continue AVR services for a one-year term effective July 1, 2022 through June 30, 2023.

Total commitment to Innovative TDM Solutions, after approval of Amendment No. 1 to Agreement No. C-0-2167: \$568,021.



June 16, 2022

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. An oppose position is recommended on a bill related to expanding the California Environmental Quality Act. An oppose unless amended position is recommended on legislation pertaining to new vehicle technologies for public transit services. Support positions are recommended on a bill related to a transportation funding needs assessment and a bill related to analysis of recent changes to how a lead agency analyzes transportation impacts of a project under the California Environmental Quality Act.

Recommendations

- A. Adopt an OPPOSE position on AB 1001 (Garcia, D-Downey), which would expand the California Environmental Quality Act and makes changes to how an agency mitigates impacts of a project in disadvantage communities.
- B. Adopt an OPPOSE UNLESS AMENDED position on AB 2441 (Kalra, D-San Jose), which would require public transit employers to notify and collectively bargain the use of new vehicle technologies for public transit services.
- C. Adopt a SUPPORT position on SB 1121 (Gonzalez, D- Long Beach), which would require the California Transportation Commission to conduct a statewide transportation needs assessment.
- D. Adopt a SUPPORT position on SB 1410 (Caballero, D-Salinas), which would analyze the implementation of changes to the California Environmental Quality Act changing the metric to analyze transportation impacts of a project.

Discussion

AB 1001 (Garcia, D-Downey): Environment: mitigation measures for air quality impacts: environmental justice.

AB 1001 would require that if a project has an adverse impact on air quality in a disadvantage community, mitigation measures identified in the Environmental Impact Statement or a mitigated negative declaration must include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. AB 1001 would then require mitigation measures to be conducted at the project site to avoid or minimize less than significant adverse effects on air quality and other environmental impacts to the disadvantaged community. Using current practice, the actual mitigation effort could be on a regional scale, not focused on a specific community.

The Orange County Transportation Authority (OCTA) is often the lead agency when it comes to performing California Environmental Quality Act (CEQA) analyses for transportation projects. OCTA has also participated in conversations related to opportunities to increase use of regional mitigation efforts, including the Southern California Association of Governments' (SCAG) Regional Advance Mitigation Planning (RAMP) effort to establish a policy framework for advance mitigation. In addition, in 2016, AB 2087 (Chapter 455, Statutes of 2016) established the Advance Mitigation and Regional Conversation Investment Strategies (RCIS), which provided voluntary guidance for regional conservation to encourage investments in conservation through advance mitigation. This effort provided for an efficient approach for regional conservation planning that identifies needs and priorities for wildlife and habitat conservation, improve the effectiveness of public investments in wildlife conservation, and assist in guiding infrastructure projects and identifying suitable areas for advance mitigation investments for those projects.

AB 1001 would potentially interfere with the RAMP development and decrease the potential regional benefit created through the RCIS, if it limits how an agency can mitigate environmental impacts. Because AB 1001 would change the dynamic of how to mitigate environmental impacts in disadvantaged communities, rather than working via these regional mitigation efforts, lead agencies would have to explore direct mitigation measures within the affected communities.

The second component of AB 1001 is to expand CEQA to incorporate "environmental justice" for the first time as a general requirement on all public agencies implementing CEQA. Adding environmental justice as a requirement under CEQA would expand existing law. This could lead to increased litigation on whether these requirements have been met. It can also be argued that CEQA review already deals with environmental justice concerns, including air quality. Adding more layers to CEQA could create more barriers to deliver mobility

solutions and transportation infrastructure projects. These changes could significantly stop or delay critical transportation infrastructure projects.

A comprehensive analysis and the corresponding bill language is included as Attachment A. An OPPOSE position is consistent with OCTA's 2021-22 State Legislative Platform principles to "Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements" and "Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs."

AB 2441 (Kalra, D-San Jose): Public employment: local public transit agencies: new technologies.

AB 2441 would require transit agencies to disclose to their respective employee representatives any plans to introduce new vehicle technologies for public transit services. Upon its determination to begin or make substantive progress toward initiating any procurement process or plan to acquire or deploy any new vehicle technology for public transit services, the employer would need to provide a written notice to the employee representative no less than 12 months before the process, plan, or deployment. "New vehicle technology" is defined as autonomous technology, camera, and voice systems whose principal purpose is to replicate customer information services currently provided by a transit worker, and other new technology that pertains directly to the operation of a vehicle that eliminates jobs or job functions of the workforce to which they apply. The definition also would include maintenance services of the aforementioned.

Following the notification, the employee representative can request that the employer provide a comprehensive analysis of the effects of the new products, services, or type of operation on workers, the potential gaps in skills that may result, and the total amount budgeted for training and retraining programs for affected workers. If requested by the employee representative, a public transit employer must engage in collective bargaining with the union.

As a public transit employer, AB 2441 would have significant impacts on OCTA's operations and services. It is understood that the author's original intent was to target the impact automated transit vehicles would have on transit workers. Recent amendments go beyond autonomous vehicle technologies; however, by instead including "new vehicle technologies." "New vehicle technologies" are defined in such a manner that would include technologies that have no impact on jobs. It can be argued that most new, innovative technology being implemented could change job functions of workers; therefore, it is unclear how far reaching the impacts of this bill would become. Furthermore, transit agencies are already engaged in collective bargaining procedures with employees, which would render this bill redundant and unnecessary. OCTA staff has worked with the California Transit Association to seek amendments, which would narrow the

focus to only autonomous technology deployment that would displace workers, in order to exclude other technology advancements that are not associated with automated transit vehicles.

A comprehensive analysis and the corresponding bill language is included as Attachment B. An OPPOSE UNLESS AMENDED position is consistent with OCTA's 2021-22 State Legislative Platform principles to "Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service."

SB 1121 (Gonzalez, D-Long Beach): State and local transportation system: needs assessment.

SB 1121 would require the California Transportation Commission (CTC) to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. As part of this assessment, the CTC is to forecast the expected revenue, including federal, state, and local revenues to pay for the identified costs, any shortfall in revenue, and make recommendations on how any shortfall should be addressed. The state transportation system would be defined to include bicycle and pedestrian facilities, local streets and roads, highways bridges and culverts, and transit systems, commuter rail systems, and intercity rail systems, including the operation of those systems. In developing the needs assessment, the CTC is to consult with relevant stakeholders including metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators.

In determining the cost of the necessary future growth of the system, the CTC is to include the costs of improvements included in the State Transportation Improvement Program and the State Highway System Management Plan. In addition, the assessment is to include the costs to address climate change impacts to provide for system resiliency. The CTC would be required to submit the needs assessment to the Legislature by January 1, 2024, and update the assessment every two years thereafter.

SB 1121 is supported by Transportation California and the California State Association of Counties. The intent of the bill is to have a more comprehensive understanding of the costs to operate, maintain, and grow the transportation system going forward, including the costs to address climate change impacts and provide for system resiliency. SB 1121 could provide a critical means to allow for increased transparency in various areas including the costs to fund sustainable transit operations consistent with the push to expand transit capital systems throughout the State, the costs of transitioning to zero-emission technology, the impacts current inflationary pressures are creating on project

costs, and the importance of local sales tax programs in contributing to meeting the transportation needs of the State and regions.

A comprehensive analysis and the corresponding bill language is included as Attachment C. A SUPPORT position is consistent with the Orange County Transportation Authority's (OCTA) 2021-22 State Legislative Platform principle to "Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County."

SB 1410 (Caballero, D-Salinas): California Environmental Quality Act: transportation impacts.

SB 1410 seeks to provide increased transparency about the impacts associated with changing the metric to analyze transportation impacts under CEQA from a traditional level of service metric to one focused primarily on the reduction of vehicles miles traveled (VMT). The changes to the CEQA guidelines resulted from the passage of SB 743 (Chapter 386, Statutes of 2013). Under SB 743, the Governor's Office of Planning and Research (OPR) was required to update the CEQA guidelines to require the use of a new metric to analyze transportation impacts in transit priority areas (TPA), defined as areas within one-half mile of a major transit stop, existing or planned. The new metric was to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and a diversity of land uses. Potential metrics included VMT, VMT per capita, automobile trip generation rates, or automobile trips generated.

In OPR's revised CEQA guidelines, VMT was identified as the metric to be used to evaluate the transportation impacts of a project, and OPR determined that it should apply statewide, instead of just in TPAs. These guidelines took effect in July 2020. Simultaneously, the California Department of Transportation (Caltrans) initiated its own guidelines to implement SB 743. While Caltrans was not required to issue guidance, the stated purpose was to assist district staff and others responsible for assessing likely transportation impacts as part of the environmental review of proposed projects on the state highway system by providing guidance on the preferred approach for analyzing the VMT attributable to proposed projects in various project settings.

Recognizing the significance of the shift in metric required by SB 743, and the challenges with applying the metric statewide, SB 1410 was introduced to provide improved clarity not only on how SB 743 is being implemented, but also to provide assistance to those charged with implementation. Under SB 1410, by January 1, 2025, the OPR would be charged with conducting a study on the impacts and implementation of the changes to the CEQA guidelines instituted pursuant to SB 743. The study would be done in collaboration with other interested entities with demonstrated expertise in transportation impacts and

analyzing VMT. Upon appropriation by the Legislature, a grant program would also be created for OPR to provide financial assistance to local jurisdictions to implement the new CEQA guidance, including establishing regional thresholds of significance for transportation impacts.

SB 1410 provides an opportunity to analyze the impacts to projects created by SB 743 and allow for resources to assist in implementation. Through this analysis, there could potentially be improved uniformity in implementation, increased transparency, and an opportunity to demonstrate where there are issues that need to be addressed. In order to help improve this analysis, the bill could potentially be amended to allow for the following:

- Exploration of project types that should be exempt from the analysis required by SB 743 that have a demonstrated environmental benefit. This may include certain transit and rail projects, or projects on the highway system that facilitate state goals including those related to express lanes or high-occupancy vehicle lanes, truck climbing lanes, or integration of intelligent transportation technologies.
- Inclusion of other interested parties in the development of the study by OPR, including those charged with implementation, such as regional transportation agencies and transit agencies.
- Examination of the interaction between the OPR guidance and that released by other agencies such as Caltrans. This could include conflicts in the guidance, and new requirements that Caltrans is enforcing, including that related to the concept of “additionality”, which precludes measures identified in a Regional Transportation Plan from being used for mitigation purposes.
- Analysis of the feasibility of various mitigation measures, including mitigation credits for projects that integrate multimodal project components, use of habitat conservation and open-space development, and through the use of mitigation banking.

SB 1410 is sponsored by the California Building Industry Association. Other regional agencies, like the Riverside County Transportation Commission and SCAG support the bill, and are seeking ways to potentially improve the bill to address some of the concerns detailed above. A comprehensive analysis and the corresponding bill language is included as Attachment D. A SUPPORT position is consistent with OCTA’s 2021-22 State Legislative Platform principle to “Support efforts to ensure local flexibility in meeting the goals of the State’s greenhouse gas reduction initiatives, including the creation of incentive-based measures and grant programs to assist with compliance.” If a support position is adopted, OCTA will also coordinate with stakeholders to explore the possibility for further refinements consistent with this analysis.

Summary

Various positions are recommended for legislation that would have impact to the Orange County Transportation Authority's projects in services, including changes to the California Environmental Quality Act, procedures for procuring new vehicle technologies, and developing a transportation needs assessment by the state.

Attachments

- A. AB 1001 (Garcia, D-Downey) Bill Analysis with Bill Language
- B. AB 2441 (Kalra, D-San Jose) Bill Analysis with Bill Language
- C. SB 1121 (Gonzalez, D-Long Beach) Bill Analysis with Bill Language
- D. SB 1410 (Caballero, D-Salinas) Bill Analysis with Bill Language
- E. Orange County Transportation Authority Legislative Matrix

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BILL: AB 1001 (Garcia, D-Downey)
Introduced February 18, 2021
Amended March 15, 2021
Amended April 20, 2021
Amended January 3, 2022
Amended January 24, 2022
Amended March 22, 2022

SUBJECT: AB 1001 would expand the California Environmental Quality Act and make changes to conducting mitigating measure related air quality in disadvantage communities.

STATUS: Pending in the Senate Environmental Quality Committee
Passed the Assembly Floor 43-24
Passed the Assembly Appropriations Committee 12-3
Passed the Assembly Natural Resources Committee 8-2

SUMMARY AS OF JUNE 1, 2022:

The California Environmental Quality Act (CEQA) was established to analyze and reduce impacts projects may have on the environment. As a result of conducting a CEQA analysis on a given project, agencies must identify measures to mitigate those impacts. AB 1001 (Garcia, D-Downey) would require that if a project has an adverse impact on air quality in a disadvantage community, mitigation measures identified in the Environmental Impact Statement or a mitigated negative declaration must include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. AB 1001 would then require mitigation measures to be conducted at the project site to avoid or minimize to less than significant the adverse effects on air quality and other environmental impacts to the disadvantaged community. Using current practice, the actual mitigation effort could be on a regional scale, not focused on a specific community.

The second component of AB 1001 is to expand CEQA to incorporate “environmental justice” for the first time as a general requirement on all public agencies implementing CEQA. Environmental justice would be defined to include:

- The availability of a healthy environment for all people;
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution;
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution, and;
- The consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions.

CEQA already contains extensive procedural requirements to support detailed analysis and public review of as many as 20 different environmental factors that may be significant environmental impacts of a project, of which many include the principles encompassed in environmental justice.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) is often the lead agency when it comes to performing CEQA analyses for transportation projects. Using the process OCTA started under Measure M2 to provide environmental mitigation at a programmatic level, OCTA has advocated for more efforts to streamline the environmental analysis and permitting processes, to afford more programmatic options. This not only allows for more certainty in project delivery and continued mitigation of project impacts, but also creates the potential for larger scale environmental benefits than can be done programmatically rather than at the individual project level.

As a part of the Southern California Association of Governments (SCAG) region, OCTA has participated in conversations related to SCAG's Regional Advance Mitigation Planning (RAMP) effort to establish a policy framework for advance mitigation. In 2016, AB 2087 (Chapter 455, Statutes of 2016) established the Advance Mitigation and Regional Conversation Investment Strategies (RCIS), which provided voluntary guidance for regional conservation to encourage investments in conservation through advance mitigation. This effort provided for an efficient approach for regional conservation planning that identifies needs and priorities for wildlife and habitat conservation, improve the effectiveness of public investments in wildlife conservation, and assist in guiding infrastructure projects and identifying suitable areas for advance mitigation investments for those projects. SCAG recently released its draft framework for the RAMP and the Advisory Task Group is finalizing the white paper.

AB 1001 would interfere with the RAMP development and eliminate the regional benefit created through the RCIS. Because AB 1001 would change the dynamic of how to mitigate environmental impacts in disadvantaged communities, it would no longer behoove agencies to work efficiently through RAMP since they would have to figure out direct mitigation measures within the affected communities. This change could also significantly stop or delay critical transportation infrastructure projects.

Adding environmental justice as a requirement under CEQA would expand existing law. This could lead to increased litigation on whether these requirements have been met. It can also be argued that CEQA review already deals with environmental justice concerns, including air quality. Adding more layers to CEQA could create more barriers to deliver mobility solutions and transportation infrastructure projects.

An OPPOSE position is consistent with OCTA's 2021-22 State Legislative Platform principles to "Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements" and "Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs."

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN SENATE MARCH 22, 2022
AMENDED IN ASSEMBLY JANUARY 24, 2022
AMENDED IN ASSEMBLY JANUARY 3, 2022
AMENDED IN ASSEMBLY APRIL 20, 2021
AMENDED IN ASSEMBLY MARCH 15, 2021
CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 1001

**Introduced by Assembly Member Cristina Garcia
(Coauthor: Assembly Member Reyes)**

February 18, 2021

An act to add Sections 21081.8 and 21098.5 to the Public Resources Code, relating to the environment.

LEGISLATIVE COUNSEL’S DIGEST

AB 1001, as amended, Cristina Garcia. Environment: mitigation measures for air ~~and water~~ quality impacts: environmental justice.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that

the project, as revised, would have a significant effect on the environment.

This bill would ~~authorize~~ *require* mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air ~~or water~~ quality of a disadvantaged community, to include measures for avoiding, minimizing, or ~~compensating~~ *otherwise mitigating* for the adverse effects on that community. The bill would require ~~compensating measures, included as mitigation measures, to mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects directly in the affected disadvantaged community.~~ effects. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 21081.8 is added to the Public Resources
2 Code, to read:
3 21081.8. (a) For projects that have adverse effects on the air
4 ~~or water~~ quality of a disadvantaged community as identified
5 pursuant to Section 39711 of the Health and Safety Code,
6 mitigation measures identified in an environmental impact report
7 or mitigated negative declaration to mitigate those adverse effects
8 ~~may shall~~ include measures for avoiding, minimizing, or
9 ~~compensating~~ *otherwise mitigating* for the adverse effects on that
10 community.

1 (b) ~~If the mitigation—~~*Mitigation* measures *shall* include
2 ~~compensating for measures conducted at the project site that avoid~~
3 ~~or minimize to less than significant the adverse effects on the air~~
4 ~~or water quality of a disadvantaged community, the compensating~~
5 ~~community or measures—~~*shall* *conducted in the affected*
6 *disadvantaged community that directly* mitigate those ~~effects~~
7 ~~directly in the affected disadvantaged communities.~~ *effects.*

8 SEC. 2. Section 21098.5 is added to the Public Resources Code,
9 to read:

10 21098.5. In implementing this division, all public agencies
11 shall give consideration to the principles of environmental justice,
12 as set forth in subdivision (e) of Section 65040.12 of the
13 Government Code, by ensuring the fair treatment and meaningful
14 involvement of people of all races, cultures, incomes, and national
15 origins.

16 SEC. 3. No reimbursement is required by this act pursuant to
17 Section 6 of Article XIII B of the California Constitution because
18 a local agency or school district has the authority to levy service
19 charges, fees, or assessments sufficient to pay for the program or
20 level of service mandated by this act, within the meaning of Section
21 17556 of the Government Code.

BILL: AB 2441 (Kalra, D-San Jose)
Introduced February 17, 2022
Amended June 2 2022

SUBJECT: AB 2441 would require public transit employers to notify union representatives of intention to procure new vehicle technologies for public transit services, and engage in collective bargaining related to the use of that technology in certain circumstances.

STATUS: Pending on the Senate Floor
Passed the Senate Labor, Public Employment and Retirement Committee 4-0
Passed the Assembly Floor 50-18
Passed the Assembly Public Employment & Retirement Committee 4-1

SUMMARY AS OF JUNE 2, 2022:

AB 2441 (Kalra, D-San Jose) would require transit agencies to disclose to their respective employee representatives, any plans to introduce new vehicle technologies for public transit services. Upon its determination to begin or make substantive progress toward initiating any procurement process or plan to acquire or deploy any new vehicle technology for public transit services, the employer would need to provide a written notice to the employee representative no less than 12 months before the process, plan, or deployment. "New vehicle technology" is defined as autonomous technology, camera and voice systems whose principal purpose is to replicate customer information services currently provided by a transit worker, and other new technology that pertains directly to the operation of a vehicle that eliminates jobs or job functions of the workforce to which they apply. The definition also would include maintenance services of the aforementioned.

Following the notification, the employee representative can request that the employer provide a comprehensive analysis of the effects of the new products, services, or type of operation on workers, the potential gaps in skills that may result, and the total amount budgeted for training and retraining programs for affected workers. If requested by the employee representative, a public transit employer must engage in collective bargaining with the union in the following ways:

- Developing and implementing the new product or service;
- Creating a transition plan for affected workers, and;
- Creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.

EFFECTS ON ORANGE COUNTY:

As a public transit employer, AB 2441 would have significant impacts on the Orange County Transportation Authority's (OCTA) operations and services. It is

understood that the author's original intent was to target the impact automated transit vehicles would have on transit workers. Recent amendments go beyond autonomous vehicle technologies, however, by instead including "new vehicle technologies." "New vehicle technologies" are defined in such a manner that would include technologies that have no impact on jobs. It can be argued that most new, innovative technology being implemented could change job functions of workers; therefore, it is unclear how far reaching the impacts of this bill would become. This could include installing a button that allows for automated lift ramps. While it would remove a job function of the coach operator, it also inherently improves their overall job. As this bill is currently drafted, that kind of scenario could trigger this notification protocol and the potential for it to be collectively bargained over. There is no limit to how many times this could be initiated. Furthermore, transit agencies are already engaged in collective bargaining procedures with employees, which would render this bill redundant and unnecessary. The bill needs to be significantly amended to narrow the focus to only autonomous technology deployment in order to exclude other technology advancements that are not associated with automated transit vehicles.

Given these concerns, AB 2441 should be amended in the following ways:

- Remove the reference to "new vehicle technologies" and replace it with specific definitions for "autonomous technology" and "automated transit vehicles." The definitions could be consistent with the regulatory definitions created by the California Department of Motor Vehicles.
- Narrow the focus to procurement processes in order to eliminate confusion upon when to notify employee representatives.
- Revise and simplify the provisions related to notification of procurement. Instead, require the employer to notify the employee representative 12 months prior to beginning a procurement process to acquire autonomous transit vehicles that, once deployed, could displace existing employees. Following the notification, if the employee representative finds that it would displace workers, they would notify the employer and detail the impact to job functions.
- Limit the requirements related to collective bargaining to better align with existing law.

An OPPOSE UNLESS AMENDED position is consistent with OCTA's 2021-22 State Legislative Platform principles to "Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service."

OCTA POSITION:

Staff recommends: OPPOSE UNLESS AMENDED

AMENDED IN SENATE JUNE 2, 2022

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 2441

Introduced by Assembly Member Kalra

February 17, 2022

An act to add Chapter 9.1 (commencing with Section 3125) to Division 4 of Title 1 of the Government Code, relating to public employment.

LEGISLATIVE COUNSEL’S DIGEST

AB 2441, as amended, Kalra. Public employment: local public transit agencies: ~~new technologies~~; *vehicle technology*.

Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining.

This bill would ~~prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified,~~ *written notice to the applicable exclusive employee representative of the workforce affected by new vehicle technology of its intention to begin determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy to any new technologies vehicle technology for public transit services, as described above, services that would eliminate job functions or jobs of the workforce to which the new vehicle*

technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would also prescribe subjects in this regard that would be mandatory subjects of require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining, bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.

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. Chapter 9.1 (commencing with Section 3125) is
2 added to Division 4 of Title 1 of the Government Code, to read:
3
4 CHAPTER 9.1. PUBLIC TRANSIT EMPLOYER OBLIGATIONS
5
6 3125. For the purposes of this chapter:
7 (a) ~~“Plan~~
8 (a) *“Autonomous technology” means technology that has the*
9 *capability to drive a vehicle without the active physical control by*
10 *a human operator.*
11 (b) *“New vehicle technology” means any of the following:*
12 (1) *Autonomous technology.*
13 (2) *Camera and voice systems whose principal purpose is to*
14 *replicate customer information services currently provided by a*
15 *transit worker.*
16 (3) *Other new technology that pertains directly to the operation*
17 *of a vehicle and eliminates jobs or job functions of the workforce*
18 *to which it applies.*
19 (4) *Maintenance services of the technologies specified in*
20 *paragraphs (1) to (3), inclusive.*
21 (c) *“Plan to acquire or deploy” includes any public notification*
22 ~~*on the subject of that initiates acquisition or deployment.*~~
23 *deployment of new vehicle technology.*

~~(b)~~

(d) “Procurement process” means any of the following:

(1) A request for information.

(2) A request for proposal.

(3) A request for quotation.

(4) Any request *substantially* similar to paragraphs (1) to (3), inclusive, that ~~is intended to begin~~ *begins* the process of acquiring new equipment or technology.

~~(e)~~

(e) “Public transit employer” means any local government agency, including any city, county, *city and county*, special district, transit district, or joint powers authority that provides public transit services within the state.

~~(f)~~

(f) “Public transit services” means the provision of passenger transportation services *by the district* to the general public, including paratransit service.

3126. (a) A public transit employer shall ~~notify~~ *notify, in writing, the exclusive employee representative of the workforce affected by new vehicle technology of its intention to begin determination to begin, or its substantive progress toward initiating, any procurement process or plan to acquire or deploy in relation to any new technologies vehicle technology for public transit services as described in subdivision (b) not less than 12 months before commencing the process, plan, or deployment.*

(b) The notification required by subdivision (a) shall apply to any new *vehicle* technology for public transit ~~services that does either of the following: services, including automated vehicles, that eliminates job functions or jobs of the workforce to which the new vehicle technology will apply.~~

~~(1) Changes or introduces new products, services, or type of operation, including, but not limited to, automated vehicles, which effect the nature of work or require job training of the workforce to which they will apply.~~

~~(2) Eliminates job functions or jobs of the workforce to which they will apply.~~

~~(c) The notification required by subdivision (a) shall include the following information:~~

~~(c) After the notification required by subdivision (a) and upon written request by the exclusive employee representative, the public~~

1 transit employer, within 15 days of its next regular governing
2 board meeting, shall provide the following information to the
3 exclusive employee representative:

4 (1) A comprehensive analysis of the effects of new products,
5 services, or type of operation on workers, including workers who
6 may not be adequately skilled in their use or may be fully displaced
7 by them.

8 (2) The potential gaps in skills that may result from the new
9 service on the workers to which it will ~~apply~~ apply.

10 (3) The total amount budgeted for, and descriptions of, training
11 and retraining programs for affected workers.

12 (d) *Nothing in this section shall supersede the exclusive*
13 *employee representative's right to disclosure of information by*
14 *the public transit employer pursuant to the California Public*
15 *Records Act (Division 10 (commencing with Section 7920.000)).*

16 3127. ~~Following the notification provided under~~ *written request*
17 *by the exclusive employee representative under subdivision (c) of*
18 *Section 3126, a public transit employer shall engage in collective*
19 *bargaining with an affected exclusive employee representative on*
20 *the following subjects:*

21 (a) Developing the new product or service.

22 (b) Implementing the new product or service.

23 (c) Creating a transition plan for affected workers.

24 (d) Creating plans to train and prepare the affected workforce
25 to fill new positions created by a new service or product.

26 3128. This chapter shall not be construed as creating any labor
27 requirements that are less protective of employees than any labor
28 requirements created pursuant to statute or a collective bargaining
29 agreement.

30 3129. The provisions of this chapter are severable. If any
31 provision of this chapter or its application is held invalid, the
32 invalidity shall not affect other provisions or applications that can
33 be given effect without the invalid provision or application.

BILL: SB 1121 (Gonzalez, D-Long Beach)
Introduced February 16, 2022
Amended March 8, 2022
Amended April 6, 2022

SUBJECT: SB 1121 would require the California Transportation Commission to create a needs assessment to analyze the costs over the next ten years to operate, maintain and provide the necessary growth of the state and local transportation system.

STATUS: Pending in the Assembly Transportation Committee
Passed the Senate Floor 32-0
Passed the Senate Appropriations Committee 6-0
Passed the Senate Transportation Committee 14-0

SUMMARY AS OF JUNE 1, 2022:

SB 1121 (Gonzalez, D-Long Beach) would require the California Transportation Commission (CTC) to prepare a needs assessment of the cost to operate, maintain and provide for the necessary future growth of the state and local transportation system for the next ten years. As part of this assessment, the CTC is to forecast the expected revenue, including federal, state and local revenues to pay for the identified costs, any shortfall in revenue, and make recommendations on how any shortfall should be addressed. The state transportation system would be defined to include: bicycle and pedestrian facilities; local streets and roads; highways bridges and culverts; and transit systems, commuter rail systems, and intercity rail systems, including the operation of those systems. In developing the needs assessment, the CTC is to consult with relevant stakeholders including metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments and transit operators.

In determining the cost of the necessary future growth of the system, the CTC is to include the costs of improvements included in the state transportation improvement program and the State Highway System Management Plan. In addition, the assessment is to include the costs to address climate change impacts to provide for system resiliency.

The CTC would be required to submit the needs assessment to the Legislature by January 1, 2024, and update the assessment every two years thereafter.

EFFECTS ON ORANGE COUNTY:

SB 1121 is supported by Transportation California and the California State Association of Counties. The intent of the bill is to have a more comprehensive understanding of the costs to operate, maintain and grow the transportation system going forward, including the costs to address climate change impacts and provide for system resiliency. This could then inform any future policy discussions. The last time CTC did a needs assessment was in 2011. Since that time, SB 1 (Chapter 5, Statutes of 2017) passed and provide

significant new revenues for transportation. However, shortfalls still exist, especially as costs of delivery have also increased.

SB 1121 could provide a critical means to allow for increased transparency in various areas including:

- The costs to fund sustainable transit operations consistent with the push to expand transit capital systems throughout the State.
- The costs of transitioning to zero-emission technology and the associated maintenance costs of such.
- Improved understanding of the long-term costs of maintaining the current system, including that related to highways, active transportation and transit.
- Identified transportation mobility needs in the system to support future growth, and the costs associated with them.
- Given the current dynamics associated with increased costs of labor and materials, an improved understanding of how fuel costs and inflationary pressures are impacting our ability to deliver and maintain transportation infrastructure.
- The importance of local sales tax programs in contributing to meeting the transportation needs of the State and regions.

A SUPPORT position is consistent with the Orange County Transportation Authority's (OCTA) 2021-22 State Legislative Platform principle to, "Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE APRIL 6, 2022

AMENDED IN SENATE MARCH 8, 2022

SENATE BILL

No. 1121

Introduced by Senator Gonzalez

February 16, 2022

An act to add Section 14518 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1121, as amended, Gonzalez. State and local transportation system: needs assessment.

Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.

This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission

to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

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

1 SECTION 1. Section 14518 is added to the Government Code,
2 to read:

3 14518. (a) (1) The commission shall prepare a needs
4 assessment of the cost to operate, maintain, and provide for the
5 necessary future growth of the state and local transportation system
6 for the next 10 years. As part of the needs assessment, the
7 commission shall forecast the expected revenue, including federal,
8 state, and local revenues, to pay for the cost identified in the needs
9 assessment, any shortfall in revenue to cover the cost, and
10 recommendations on how any shortfall should be addressed.

11 (2) In determining the cost to provide for the necessary future
12 growth of the state and local transportation system in the needs
13 assessment, the commission shall include the costs of transportation
14 system improvements included in regional, interregional, and state
15 transportation improvement programs adopted pursuant to Chapter
16 2 (commencing with Section ~~14520~~: 14520) and the State Highway
17 System Management Plan adopted pursuant to Section 164.6 of
18 the Streets and Highways Code.

19 (3) The commission shall include the cost to address climate
20 change impacts and to provide for system resiliency in the needs
21 assessment.

22 (4) In developing the needs assessment, the commission may
23 use existing reports or analyses.

24 (5) *In developing the needs assessment, the commission shall*
25 *consult with relevant stakeholders, including, but not limited to,*
26 *metropolitan planning organizations, county transportation*
27 *commissions, regional transportation planning agencies, local*
28 *governments, and transit operators.*

29 (b) Notwithstanding Section 10231.5, the commission shall
30 submit the needs assessment to the Legislature on or before January
31 1, 2024, and biennially thereafter. The needs assessment shall be
32 submitted in compliance with Section 9795.

- 1 (c) For purposes of this section, “state and local transportation
2 system” includes ~~like~~ *all of the following*:
3 (1) *Bicycle and pedestrian facilities, local facilities.*
4 (2) *Local streets and roads, highways, roads.*
5 (3) *Highways, bridges, transit, and culverts.*
6 (4) *Transit systems, commuter rail systems, and intercity rail*
7 *systems, and state-operated rail systems, including the operation*
8 *of those systems.*

BILL: SB 1410 (Caballero, D-Merced)
Introduced February 18, 2022
Amended March 31, 2022
Amended May 2, 2022

SUBJECT: SB 1410 would require an analysis of the impacts of implementing changes to California Environmental Quality Act transportation impact analysis pursuant to SB 743 (Chapter 386, Statutes of 2013), and the creation of a potential grant program upon appropriation

STATUS: Pending in the Assembly Natural Resources Committee
Passed the Senate Floor 39-0
Passed the Senate Appropriations Committee 5-0
Passed the Senate Environmental Quality Committee 7-0

SUMMARY AS OF JUNE 2, 2022:

SB 1410 (Caballero, D-Merced), seeks to provide increased transparency about the impacts associated with changing the metric to analyze transportation impacts under the California Environmental Quality Act (CEQA) from a traditional level of service metric to one focused primarily on the reduction of vehicles miles traveled (VMT). The changes to the CEQA guidelines resulted from the passage of SB 743 (Chapter 386, Statutes of 2013). Under SB 743, the Governor's Office of Planning and Research (OPR) was required to update the CEQA guidelines to require the use of a new metric to analyze transportation impacts in transit priority areas (TPA), defined as areas within one-half mile of a major transit stop, existing or planned. The new metric was to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and a diversity of land uses. Potential metrics included VMT, VMT per capita, automobile trip generation rates or automobile trips generated. Outside of TPAs, it was optional for OPR to require the use of a new metric.

In OPR's revised CEQA guidelines, VMT was identified as the metric to be used to evaluate the transportation impacts of a project, and OPR determined that it should apply statewide, instead of just in TPAs. These guidelines took effect in July 2020. Simultaneously, the California Department of Transportation (Caltrans) initiated its own guidelines to implement SB 743. While Caltrans was not required to issue guidance, the stated purpose was to assist district staff and others responsible for assessing likely transportation impacts as part of the environmental review of proposed projects on the state highway system, by providing guidance on the preferred approach for analyzing the VMT attributable to proposed projects (induced travel) in various project settings.

Recognizing the significance of the shift in metric required by SB 743, and the challenges with applying the metric statewide, SB 1410 was introduced to provide improved clarity not only on how SB 743 is being implemented, but also to provide assistance to those charged with implementation. Under SB 1410, by January 1, 2025, the OPR would be charged with conducting a study on the impacts and implementation of the changes to the CEQA guidelines instituted pursuant to SB 743. The study would be done in

collaboration with other interested entities with demonstrated expertise in transportation impacts and analyzing VMT. Upon appropriation by the Legislature, a grant program would also be created for OPR to provide financial assistance to local jurisdictions to implement the new CEQA guidance, including establishing regional thresholds of significance for transportation impacts.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA), as the lead agency for several multimodal projects, and the primary funding agency for other projects, is subject to the provisions of SB 743 and the resulting CEQA guidance. Furthermore, cities and counties within Orange County also have to abide by these guidelines when implementing projects, in addition to projects undertaken by private developers. Since SB 743 was first enacted, there has been several documents released seeking to provide guidance to lead agencies on how to implement the new metrics under CEQA, including the development of thresholds of significance, mitigation requirements, and modeling guidance. Despite these efforts, significant questions still exist about implementation including applicability of the new metrics to certain environmentally beneficial projects, the appropriateness of various mitigation measures, timing, and how to interpret sometimes conflicting provisions between guidance released by OPR and Caltrans. These uncertainties have the potential to create hurdles to the implementation of projects, even if it can be demonstrated the project is necessary for state environmental goals or other policy goals.

SB 1410 provides an opportunity to analyze these dynamics and provide additional technical assistance for implementation. Through this analysis, there could potentially be improved uniformity in implementation, increased transparency, and an opportunity to demonstrate where there are issues that need to be addressed. In order to help improve this analysis, the bill could potentially be amended to allow for the following:

- Exploration of project types that should be exempt from the analysis required by SB 743 that have a demonstrated environmental benefit. This may include certain transit and rail projects, or projects on the highway system that facilitate state goals including those related to express lanes or high-occupancy vehicle lanes, truck climbing lanes, or integration of intelligent transportation technologies.
- Inclusion of other interested parties in the development of the study by OPR, including those charged with implementation, such as regional transportation agencies and transit agencies.
- Examination of the interaction between the OPR guidance and that released by other agencies such as Caltrans. This could include conflicts in the guidance, and new requirements that Caltrans is enforcing, including that related to the concept of “additionality” which precludes measures identified in a Regional Transportation Plan from being used for mitigation purposes.
- Analysis of the feasibility of various mitigation measures, including mitigation credits for projects that integrate multimodal project components, use of habitat conservation and open-space development, and through the use of mitigation banking.

SB 1410 is sponsored by the California Building Industry Association. Other regional agencies, like the Riverside County Transportation Commission and the Southern California Association of Governments support the bill, and are seeking ways to see if the bill can address some of the concerns detailed above.

A SUPPORT position is consistent with OCTA's 2021-22 State Legislative Platform principle to "Support efforts to ensure local flexibility in meeting the goals of the State's greenhouse gas reduction initiatives, including the creation of incentive-based measures and grant programs to assist with compliance."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE MAY 2, 2022

AMENDED IN SENATE MARCH 31, 2022

SENATE BILL

No. 1410

Introduced by Senator Caballero
(Coauthors: Senators Borgeas and Roth)
(Coauthors: Assembly Members Arambula, Gray, Grayson, and
Patterson)

February 18, 2022

An act to amend Section 21099 of the Public Resources Code, relating to environmental quality.

LEGISLATIVE COUNSEL'S DIGEST

SB 1410, as amended, Caballero. California Environmental Quality Act: transportation impacts.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public

agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas.

~~This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would require the potential metrics described above to only apply to projects within transit priority areas. office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.~~

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

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

1 SECTION 1. Section 21099 of the Public Resources Code is
2 amended to read:

3 21099. (a) For purposes of this section, the following terms
4 mean the following:

5 (1) “Employment center project” means a project located on
6 property zoned for commercial uses with a floor area ratio of no
7 less than 0.75 and that is located within a transit priority area.

8 (2) “Floor area ratio” means the ratio of gross building area of
9 the development, excluding structured parking areas, proposed for
10 the project divided by the net lot area.

11 (3) “Gross building area” means the sum of all finished areas
12 of all floors of a building included within the outside faces of its
13 exterior walls.

1 (4) “Infill site” means a lot located within an urban area that
2 has been previously developed, or on a vacant site where at least
3 75 percent of the perimeter of the site adjoins, or is separated only
4 by an improved public right-of-way from, parcels that are
5 developed with qualified urban uses.

6 (5) “Lot” means all parcels utilized by the project.

7 (6) “Net lot area” means the area of a lot, excluding publicly
8 dedicated land and private streets that meet local standards, and
9 other public use areas as determined by the local land use authority.

10 (7) “Transit priority area” means an area within one-half mile
11 of a major transit stop that is existing or planned, if the planned
12 stop is scheduled to be completed within the planning horizon
13 included in a Transportation Improvement Program or applicable
14 regional transportation plan.

15 (b) (1) The Office of Planning and Research shall prepare,
16 develop, and transmit to the Secretary of the Natural Resources
17 Agency for certification and adoption proposed revisions to the
18 guidelines adopted pursuant to Section 21083 establishing criteria
19 for determining the significance of transportation impacts of
20 projects within transit priority areas. Those criteria shall promote
21 the reduction of greenhouse gas emissions, the development of
22 multimodal transportation networks, and a diversity of land uses.
23 In developing the criteria, the office shall recommend potential
24 metrics to measure transportation impacts that may include, but
25 are not limited to, vehicle miles traveled, vehicle miles traveled
26 per capita, automobile trip generation rates, or automobile trips
27 generated. The office may also establish criteria for models used
28 to analyze transportation impacts to ensure the models are accurate,
29 reliable, and consistent with the intent of this section.

30 (2) Upon certification of the guidelines by the Secretary of the
31 Natural Resources Agency pursuant to this section, automobile
32 delay, as described solely by level of service or similar measures
33 of vehicular capacity or traffic congestion, shall not be considered
34 a significant impact on the environment pursuant to this division,
35 except in locations specifically identified in the guidelines, if any.

36 (3) This subdivision does not relieve a public agency of the
37 requirement to analyze a project’s potentially significant
38 transportation impacts related to air quality, noise, safety, or any
39 other impact associated with transportation. The methodology
40 established by these guidelines shall not create a presumption that

1 a project will not result in significant impacts related to air quality,
2 noise, safety, or any other impact associated with transportation.
3 Notwithstanding the foregoing, the adequacy of parking for a
4 project shall not support a finding of significance pursuant to this
5 section.

6 (4) This subdivision does not preclude the application of local
7 general plan policies, zoning codes, conditions of approval,
8 thresholds, or any other planning requirements pursuant to the
9 police power or any other authority.

10 (5) On or before July 1, 2014, the Office of Planning and
11 Research shall circulate a draft revision prepared pursuant to
12 paragraph (1).

13 (c) (1) The Office of Planning and Research may adopt
14 guidelines pursuant to Section 21083 establishing alternative
15 metrics to the metrics used for traffic levels of service for
16 transportation impacts outside transit priority areas. The alternative
17 metrics may include the retention of traffic levels of service, where
18 appropriate and as determined by the office.

19 (2) This subdivision shall not affect the standard of review that
20 would apply to the new guidelines adopted pursuant to this section.

21 (d) (1) Aesthetic and parking impacts of a residential, mixed-use
22 residential, or employment center project on an infill site within
23 a transit priority area shall not be considered significant impacts
24 on the environment.

25 (2) (A) This subdivision does not affect, change, or modify the
26 authority of a lead agency to consider aesthetic impacts pursuant
27 to local design review ordinances or other discretionary powers
28 provided by other laws or policies.

29 (B) For the purposes of this subdivision, aesthetic impacts do
30 not include impacts on historical or cultural resources.

31 (e) This section does not affect the authority of a public agency
32 to establish or adopt thresholds of significance that are more
33 protective of the environment.

34 (f) *On or before January 1, 2025, the Office of Planning and*
35 *Research shall conduct and submit to the Legislature, in*
36 *accordance with Section 9795 of the Government Code, a study*
37 *on the impacts and implementation of the guidelines adopted*
38 *pursuant to subdivisions (b) and (c). The study shall be conducted*
39 *in collaboration with other interested entities, including academic*

1 *and research institutions with demonstrated expertise in*
2 *transportation impacts and analyzing vehicle miles traveled.*

3 *(g) The Office of Planning and Research, upon the appropriation*
4 *funds by the Legislature for this purpose, shall establish a grant*
5 *program to provide financial assistance to local jurisdictions for*
6 *implementing the guidelines adopted pursuant to subdivisions (b)*
7 *and (c), including establishing regional thresholds of significance*
8 *of transportation impacts.*

9 ~~SECTION 1. Section 21099 of the Public Resources Code is~~
10 ~~amended to read:~~

11 ~~21099. (a) For purposes of this section, the following terms~~
12 ~~mean the following:~~

13 ~~(1) "Employment center project" means a project located on~~
14 ~~property zoned for commercial uses with a floor area ratio of no~~
15 ~~less than 0.75 and that is located within a transit priority area.~~

16 ~~(2) "Floor area ratio" means the ratio of gross building area of~~
17 ~~the development, excluding structured parking areas, proposed for~~
18 ~~the project divided by the net lot area.~~

19 ~~(3) "Gross building area" means the sum of all finished areas~~
20 ~~of all floors of a building included within the outside faces of its~~
21 ~~exterior walls.~~

22 ~~(4) "Infill site" means a lot located within an urban area that~~
23 ~~has been previously developed, or on a vacant site where at least~~
24 ~~75 percent of the perimeter of the site adjoins, or is separated only~~
25 ~~by an improved public right-of-way from, parcels that are~~
26 ~~developed with qualified urban uses.~~

27 ~~(5) "Lot" means all parcels utilized by the project.~~

28 ~~(6) "Net lot area" means the area of a lot, excluding publicly~~
29 ~~dedicated land and private streets that meet local standards, and~~
30 ~~other public use areas as determined by the local land use authority.~~

31 ~~(7) "Transit priority area" means an area within one-half mile~~
32 ~~of a major transit stop that is existing or planned, if the planned~~
33 ~~stop is scheduled to be completed within the planning horizon~~
34 ~~included in a Transportation Improvement Program or applicable~~
35 ~~regional transportation plan.~~

36 ~~(b) (1) The Office of Planning and Research shall prepare,~~
37 ~~develop, and transmit to the Secretary of the Natural Resources~~
38 ~~Agency for certification and adoption proposed revisions to the~~
39 ~~guidelines adopted pursuant to Section 21083 establishing criteria~~
40 ~~for determining the significance of transportation impacts of~~

1 projects within transit priority areas. Those criteria shall only
2 promote the reduction of greenhouse gas emissions. In developing
3 the criteria, the office shall recommend potential metrics to measure
4 transportation impacts that may include, but are not limited to,
5 vehicle miles traveled, vehicle miles traveled per capita, automobile
6 trip generation rates, or automobile trips generated. The office may
7 also establish criteria for models used to analyze transportation
8 impacts to ensure the models are accurate, reliable, and consistent
9 with the intent of this section.

10 (2) Upon certification of the guidelines by the Secretary of the
11 Natural Resources Agency pursuant to this section, automobile
12 delay, as described solely by level of service or similar measures
13 of vehicular capacity or traffic congestion, shall not be considered
14 a significant impact on the environment pursuant to this division;
15 except in locations specifically identified in the guidelines, if any.

16 (3) This subdivision does not relieve a public agency of the
17 requirement to analyze a project's potentially significant
18 transportation impacts related to air quality, noise, safety, or any
19 other impact associated with transportation. The methodology
20 established by these guidelines shall not create a presumption that
21 a project will not result in significant impacts related to air quality,
22 noise, safety, or any other impact associated with transportation.
23 Notwithstanding the foregoing, the adequacy of parking for a
24 project shall not support a finding of significance pursuant to this
25 section.

26 (4) This subdivision does not preclude the application of local
27 general plan policies, zoning codes, conditions of approval,
28 thresholds, or any other planning requirements pursuant to the
29 police power or any other authority.

30 (5) On or before July 1, 2014, the Office of Planning and
31 Research shall circulate a draft revision prepared pursuant to
32 paragraph (1):

33 (e) (1) The alternative metrics adopted pursuant to paragraph
34 (1) of subdivision (b) shall only be applied to projects within a
35 transit priority area.

36 (2) This subdivision shall not affect the standard of review that
37 would apply to the new guidelines adopted pursuant to this section.

38 (d) (1) Aesthetic and parking impacts of a residential, mixed-use
39 residential, or employment center project on an infill site within

1 a transit priority area shall not be considered significant impacts
2 on the environment.

3 (2) (A) This subdivision does not affect, change, or modify the
4 authority of a lead agency to consider aesthetic impacts pursuant
5 to local design review ordinances or other discretionary powers
6 provided by other laws or policies.

7 (B) For purposes of this subdivision, aesthetic impacts do not
8 include impacts on historical or cultural resources.

9 (e) This section does not affect the authority of a public agency
10 to establish or adopt thresholds of significance that are more
11 protective of the environment.



Orange County Transportation Authority Legislative Matrix

2022 State Legislation Session
June 16, 2022

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>► AB 1001 (Garcia – D)</p> <p><i>Mitigation Measures for Air and Water Quality Impacts</i></p>	<p><i>Requires mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. Requires mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community.</i></p>	<p>INTRODUCED: 02/18/2021 LOCATION: Senate Environmental Quality Committee LAST AMEND: 03/22/2022 HEARING: 06/08/2022</p> <p>STATUS: 05/04/2022 Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.</p>	<p>Staff Recommends OPPOSE</p> <p>(partial list) Support: California Coalition for Clean Air</p> <p>Oppose: California Chamber of Commerce, The Association of California Cities – Orange County (ACC-OC)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1778 (Garcia – D)</p> <p>State Transportation Funding: Freeway Projects</p>	<p>Requires the Department of Transportation (Caltrans) to consult the Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects. Requires Caltrans to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to specified percentile on the housing and environmental variables analyzed through the index, as provided.</p>	<p>INTRODUCED: 02/03/2022 LOCATION: Senate LAST AMEND: 03/24/2022</p> <p>STATUS: 03/24/2022 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i></p> <p>05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p>OPPOSE</p> <p><i>(partial list)</i> <i>Support: California YIMBY, Center for Community Action & Environmental Justice</i></p> <p>Oppose: Riverside County Transportation Commission (RCTC), Contra Costa Transportation Authority (CCTA), <i>Associated General Contractors of California, California Building Industry Association</i></p>
<p>► AB 1919 (Holden – D)</p> <p>Youth Transit Pass Pilot Program: <i>free youth transit passes.</i></p>	<p><i>Creates the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, and distributing free youth transit passes to persons 25 years of age and under, providing free transit service to holders of those passes, and administering and participating in the program.</i></p>	<p>INTRODUCED: 02/09/2022 LOCATION: Senate LAST AMEND: 05/19/2022</p> <p>STATUS: 54/26/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p>OPPOSE</p> <p><i>(partial list)</i> <i>Support: Move LA, Sierra Club California, Climateplan, Coalition for Sustainable Transportation</i></p> <p>Oppose: California Transit Association (CTA), California Association for Coordinated Transportation</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1946 (Boerner Horvath – D)</p> <p>Electric Bicycles: Safety and Training Program</p>	Requires the Department of California Highway Patrol to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles.	<p>INTRODUCED: 02/10/2022 LOCATION: <i>Senate Transportation Committee</i> LAST AMEND: 03/11/2022</p> <p>STATUS: 05/04/2022 <i>To SENATE Committee on TRANSPORTATION.</i></p>	SUPPORT
<p>► AB 2028 (Davies – R)</p> <p>Pupil Instruction: Bicycle and Scooter Safety</p>	Authorizes the governing board of any school district having jurisdiction over any elementary, intermediate, junior high, or high school to provide time and facilities to any local law enforcement agency having jurisdiction over the schools of the district, for bicycle, electric bicycle, motorized bicycle, <i>scooter</i> , or motorized scooter safety instruction.	<p>INTRODUCED: 02/14/2022 LOCATION: <i>Senate Education Committee</i> LAST AMEND: 04/04/2022 HEARING: 06/08/2022</p> <p>STATUS: 05/11/2022 <i>To SENATE Committee on EDUCATION.</i></p>	SUPPORT

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2237 (Friedman – D)</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p>	<p>Requires that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission and the state's climate goals. <i>Requires each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects. Requires each regional planning agency or county transportation commission to submit a report on local transportation tax measures to the CTC by March 30, 2023. The report must include the text of the local transportation tax measure, a description of how the measure aligns with most recently adopted SCS and state climate goals, a description of the projects funded by the measure, and a timeline of the transportation projects.</i></p>	<p>INTRODUCED: 02/16/2022 LOCATION: Senate LAST AMEND: 05/19/2022</p> <p>STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p>OPPOSE</p> <p><i>(partial list)</i> <i>Support: American Lung Association, California Bicycle Coalition, Coalition for Clean Air</i></p> <p>Oppose: Madera County Transportation Commission (MCTC), San Joaquin Valley Policy Council, Stanislaus Council of Governments (StanCOG), Transportation California, California Association of Councils of Governments (CALCOG) (unless amended), RCTC, CCTA</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2438 (Friedman – D)</p> <p>Transportation Funding: Alignment With State Plans</p>	<p>Requires funds apportioned to cities or counties under the Local Streets and Roads Program to be expended consistent with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. Expresses Legislative intent that other funds apportioned to cities and counties for these purposes be expended consistent with those plans and standards.</p>	<p>INTRODUCED: 02/17/2022 LOCATION: Senate LAST AMEND: 03/21/2022</p> <p>STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p><i>Staff Recommends: OPPOSE</i></p> <p><i>(partial list)</i> <i>Support: American Lung Association in California, Center for Community Action & Environmental Justice, Climateplan Coalition for Clean Air, Natural Resources Defense Council, and others</i></p> <p><i>Oppose: American Council of Engineering Companies, Associated General Contractors of California, California State Council of Laborers International, Union of Operating Engineers, RCTC, Southern California Contractors Association, Transportation California, United Contractors, MCTC (unless amended), San Joaquin Valley Policy Council (unless amended), StanCOG (unless amended), CCTA</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2441 (Kalra – D)</p> <p><i>Public Employment: Local Public Transit Agencies</i></p>	<p><i>Prescribes requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply.</i></p>	<p>INTRODUCED: 02/17/2022 LOCATION: Senate Labor, Public Employment and Retirement Committee</p> <p>STATUS: 03/10/2022 To ASSEMBLY Committee on TRANSPORTATION.</p>	<p><i>Staff recommends OPPOSE UNLESS AMENDED</i></p> <p><i>(partial list)</i> <i>Support: California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamster Public Affairs Council (co- sponsor), California Labor Federation</i></p> <p><i>Oppose: CTA (unless amended), Monterey- Salinas Transit</i></p>
<p>► AB 2594 (Ting – D)</p> <p>Vehicle Registration and Toll Charges</p>	<p>Requires the Department of Motor Vehicles, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver's license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information.</p>	<p>INTRODUCED: 02/18/2022 LOCATION: Senate HEARING: 05/19/2022</p> <p>STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p>OPPOSE UNLESS AMENDED</p> <p>Oppose: Transportation Corridor Agencies (TCA)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2622 (Mullin – D)</p> <p>Sales and Use Taxes: Exemptions: Zero-Emission: Transit</p>	<p>Extends the sales and use tax exemption for specified zero-emission technology transit buses until specified date.</p>	<p>INTRODUCED: 02/18/2022 LOCATION: <i>Senate</i> LAST AMEND: 04/07/2022</p> <p>STATUS: 05/26/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i></p>	<p>SUPPORT (partial list)</p> <p>Support: CTA (sponsor), Alameda-Contra Costa Transit District, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority, Monterey-Salinas Transit District, San Diego Metropolitan Transit System, San Joaquin Regional Transit District, Santa Barbara Metropolitan Transit District</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 261 (Allen – D) Regional Transportation Plans: Sustainable Communities	Requires that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the California Air Resources Board.	INTRODUCED: 01/27/2021 LOCATION: Senate STATUS: 02/01/2022 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	OPPOSE UNLESS AMENDED (partial list) Support: Climateplan, Coalition for Clean Air, Environmental Health Coalition Oppose: CALCOG, Southern California Association of Governments (SCAG) (unless amended), California Building Industry Association, California Chamber of Commerce, Associated General Contractors

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 922 (Wiener – D)</p> <p>California Environmental Quality Act: Exemptions</p>	<p><i>Requires the lead agency to define or identify areas at risk of residential displacement. Provides that the lead agency may make the skilled and trained workforce certification following the granting of the exemption and would provide that the certification requirement is not required under specified circumstances.</i></p>	<p>INTRODUCED: 02/03/2022 LOCATION: Assembly Natural Resources Committee LAST AMEND: 05/11/2022 STATUS: 05/27/2022 To ASSEMBLY Committee on NATURAL RESOURCES.</p>	<p>SUPPORT (partial list)</p> <p>Support: Bay Area Council (co-sponsor), the Silicon Valley Leadership Group (co-sponsor), the San Francisco Bay Area Planning and Urban Research Association (co-sponsor), CTA (co-sponsor), Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, ACC-OC</p>
<p>SB 623 (Newman – D)</p> <p>Electronic Toll and Transit Fare Collection Systems</p>	<p>Authorizes toll operators to provide only the information specified in functional specifications and standards adopted by the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.</p>	<p>INTRODUCED: 02/18/2021 LOCATION: Senate STATUS: 02/18/2021 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>	<p>SUPPORT</p> <p>Support: TCA, SCAG, Bay Area Toll Authority</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 942 (Newman – D)</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>Provides California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis.</p>	<p>INTRODUCED: 02/08/2022 LOCATION: Assembly <i>Transportation Committee</i></p> <p>STATUS: 05/19/2022 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p>	<p>SPONSOR</p> <p>Support: CTA (co-sponsor), <i>Mobility 21, Monterey- Salinas Transit District, San Mateo County Transit District, Ventura County Transportation Commission</i></p>
<p>► SB 1121 (Gonzalez – D)</p> <p><i>State and Local Transportation System: Needs Assessment</i></p>	<p><i>Requires the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next specified years, as provided. Requires the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed.</i></p>	<p>INTRODUCED: 02/16/2022 LOCATION: Assembly <i>Transportation Committee</i> LAST AMEND: 04/06/2022</p> <p>STATUS: 05/27/2022 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p>	<p><i>Staff recommends SUPPORT</i></p> <p>Support: <i>Transportation California</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 1410 (Caballero – D)</p> <p>California Environmental Quality Act: Transportation impacts</p>	<p><i>Requires the office of planning and research, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. Requires the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.</i></p>	<p>INTRODUCED: 02/18/2022 LOCATION: Assembly LAST AMEND: 05/02/2022</p> <p>STATUS: 05/25/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (39-0).</i></p>	<p><i>Staff recommends SUPPORT</i></p> <p>(partial list) <i>Support: California Building Industry Association (sponsor), Orange County Business Council, Rural County Representatives of California</i></p> <p><i>Oppose: California Coalition for Clean Air, California Bicycle Coalition, Climateplan, Move LA, Seamless Bay Area, SPUR, Sierra Club California, the Climate Center</i></p>

BILLS BEING MONITORED

► AB 30	<p>AUTHOR: Kalra [D] TITLE: Outdoor Access To Nature: Environmental Equity INTRODUCED: 12/07/2020 LAST AMEND: 01/24/2022 LOCATION: Senate Natural Resources and Water Committee HEARING: 06/01/2022 9:00am SUMMARY: Declares that it is the established policy of the state that all Californians have safe and affordable access to nature and access to the benefits of nature, among other things. STATUS: 05/04/2022 To SENATE Committee on NATURAL RESOURCES AND WATER. CATEGORY: Environment</p>
AB 106	<p>AUTHOR: Salas [D] TITLE: Regions Rise Grant Program INTRODUCED: 12/16/2020 LAST AMEND: 05/03/2021 LOCATION: Senate Business, Professions & Economic Development Committee SUMMARY: Establishes the Regions Rise Grant Program within the Office of Planning and Research to support inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive consensus-based strategies to address barriers and challenges confronting communities in creating economic prosperity for all. STATUS: 06/09/2021 To SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT. CATEGORY: Miscellaneous</p>
AB 117	<p>AUTHOR: Boerner Horvath [D] TITLE: Air Quality Improvement Program: Electric Bicycles INTRODUCED: 12/18/2020 LAST AMEND: 07/16/2021 LOCATION: Senate Appropriations Committee SUMMARY: Specifies projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. Requires the state board, no later than a specified date, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided. STATUS: 08/26/2021 In SENATE Committee on APPROPRIATIONS. Held in committee and made a Two-year bill. CATEGORY: Funding</p>

AB 284	AUTHOR: Rivas, R. [D] TITLE: Global Warming Solutions Act of 2006: Climate Goal INTRODUCED: 01/21/2021 LAST AMEND: 07/14/2021 LOCATION: Senate Inactive File SUMMARY: <p>Requires the state board, as part of the next scoping plan update, in collaboration with the Natural Resources Agency and other relevant state agencies and departments and no later than a specified date, to identify a 2045 climate goal, with interim milestones, for the state's natural and working lands, as defined, and to integrate into the scoping plan update recommendations developed by the Natural Resources Agency and the Department of Food and Agriculture.</p> STATUS: 09/02/2021 In SENATE. From third reading. To Inactive File. CATEGORY: Environment
AB 343	AUTHOR: Fong [R] TITLE: California Public Records Act Ombudsperson INTRODUCED: 01/28/2021 LOCATION: Senate Judiciary Committee LAST AMEND: 05/24/2021 SUMMARY: <p>Establishes, within the California State Auditor's Office, the California Public Records Act Ombudsperson. Requires the California State Auditor to appoint the Ombudsperson subject to certain requirements. Requires the Ombudsperson to receive and investigate requests for review, determine whether the denials of original requests complied with the California Public Records Act, and issue written opinions of its determination.</p> STATUS: 06/09/2021 To SENATE Committees on JUDICIARY and GOVERNMENTAL ORGANIZATION. CATEGORY: Audits, Records, Reports, and Litigation
AB 363	AUTHOR: Medina [D] TITLE: Carl Moyer Air Quality Standards Attainment Program INTRODUCED: 02/01/2021 LAST AMEND: 07/05/2021 LOCATION: Senate Transportation Committee SUMMARY: <p>Requires the state board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP).</p> STATUS: 07/13/2021 In SENATE Committee on TRANSPORTATION: Not heard. CATEGORY: Environment

AB 371	AUTHOR: Jones-Sawyer [D] TITLE: Shared Mobility Devices: Insurance and Tracking INTRODUCED: 02/01/2021 LAST AMEND: 07/01/2021 LOCATION: Senate Insurance Committee SUMMARY: <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 non-admitted insurer, as specified.</p> STATUS: 07/08/2021 In SENATE Committee on INSURANCE: Not heard. CATEGORY: Miscellaneous
AB 455	AUTHOR: Wicks [D] TITLE: Bay Bridge: Transit-Only Traffic Lanes INTRODUCED: 02/08/2021 LAST AMEND: 05/20/2021 LOCATION: Senate Transportation Committee SUMMARY: <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> STATUS: 06/09/2021 To SENATE Committee on TRANSPORTATION. CATEGORY: Rail and Transit
► AB 512	AUTHOR: Holden [D] TITLE: <i>State Highways: Relinquishment: Infrastructural Barrier</i> INTRODUCED: 02/09/2021 LAST AMEND: 05/24/2021 LOCATION: Senate Transportation Committee SUMMARY: <p><i>Authorizes the commission to relinquish a portion of a state highway that contains an infrastructural barrier, as defined, to a county or city, if the department and the applicable county or city have entered into an agreement providing for the relinquishment of the portion of the state highway.</i></p> STATUS: 05/24/2022 <i>From SENATE Committee on TRANSPORTATION with author's amendments.</i> 05/24/2022 <i>In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i> CATEGORY: Surplus Land

► AB 660	<p>AUTHOR: Cooper [D] TITLE: Dept. of Motor Vehicles: Records: Pull-Notice System INTRODUCED: 02/12/2021 LOCATION: Senate Transportation Committee SUMMARY: Relates to existing law which requires an employer of a driver of certain vehicles to obtain a report from DMV that shows the driver's current record. Expands the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries. STATUS: 05/04/2022 To SENATE Committee on TRANSPORTATION. CATEGORY: Employment Terms & Conditions</p>
AB 950	<p>AUTHOR: Ward [D] TITLE: Department of Transportation: Sales of Excess Property INTRODUCED: 02/17/2021 LAST AMEND: 07/13/2021 LOCATION: Senate Appropriations Committee SUMMARY: Authorizes the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. Exempts these transfers and sales from the California Environmental Quality Act. STATUS: 07/13/2021 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Surplus Land</p>
AB 984	<p>AUTHOR: Rivas [D] TITLE: Vehicle Identification and Registration INTRODUCED: 02/18/2021 LAST AMEND: 09/03/2021 LOCATION: Senate Inactive File SUMMARY: Imposes civil penalties for a violation of these requirements and authorize the issuance of citations, as prescribed. Prohibits retaliation against an employee by an employer or a person acting on the employer's behalf for disabling an alternative device's monitoring capabilities outside of work hours, and would authorize an employee to file a complaint with the Labor Commissioner for a violation of that prohibition. STATUS: 09/09/2021 In SENATE. Read third time. Passed SENATE. (36-0) 09/09/2021 In SENATE. Reconsideration granted. 09/09/2021 In SENATE. To Inactive File. CATEGORY: Miscellaneous</p>

► AB 1037	AUTHOR: Grayson [D] TITLE: Infrastructure Construction: Digital Construction INTRODUCED: 02/18/2021 LAST AMEND: 05/27/2022 LOCATION: Senate Rules Committee SUMMARY: <p>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.</p> STATUS: 05/31/2022 <i>In SENATE. Read second time. To third reading.</i> 05/31/2022 <i>In SENATE. Senate Rule 29.10(b) suspended.</i> 05/31/2022 <i>Re-referred to SENATE Committee on RULES.</i> CATEGORY: Funding
AB 1041	AUTHOR: Wicks [D] TITLE: Leave Issues INTRODUCED: 02/18/2021 LAST AMEND: 09/03/2021 LOCATION: Senate Inactive File SUMMARY: <p>Expands the population that an employee can take leave to care for to include a designated person. Defines "designated person" to mean a person identified by the employee at the time the employee requests family care and medical leave. Authorizes an employer to limit designation of a person, as prescribed.</p> STATUS: 09/09/2021 <i>In SENATE. To Inactive File.</i> CATEGORY: Employment Terms & Conditions
► AB 1154	AUTHOR: Patterson [R] TITLE: Environmental Quality Act: Exemption: Egress Route INTRODUCED: 02/18/2021 LAST AMEND: 01/12/2022 LOCATION: Senate Environmental Quality Committee SUMMARY: <p>Exempts from State Environmental Quality Act egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met.</p> STATUS: 06/01/2022 <i>From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass as amended to Committee on APPROPRIATIONS.</i> CATEGORY: Environment

▶ AB 1384	AUTHOR:	Gabriel [D]
	TITLE:	Resiliency Through Adaptation, Economic Vitality
	INTRODUCED:	02/19/2021
	LAST AMEND:	08/26/2021
	LOCATION:	Senate Third Reading
	SUMMARY:	Requires the agency to also coordinate with the Office of Planning and Research and identify, among other things, vulnerabilities to climate change for vulnerable communities, an operational definition of "climate resilience" for each sector and for vulnerable communities, special protections of vulnerable communities and industries that are disproportionately impacted by climate change, opportunities to improve policy and budget coordination across jurisdictions, and timetables and specific metrics.
	STATUS:	
	04/19/2022	In SENATE. Read second time. To third reading.
	CATEGORY:	Environment

AB 1389	AUTHOR:	Reyes [D]
	TITLE:	Alternative and Renewable Fuel and Vehicle Technology
	INTRODUCED:	02/19/2021
	LAST AMEND:	09/03/2021
	LOCATION:	Senate Inactive File
	SUMMARY:	Deletes the list of projects that the commission is required to make eligible for funding. Authorizes the commission to periodically review incentive programs, as provided. Provides that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission goals and would require the commission to ensure program investments support specified requirements.
	STATUS:	
	09/07/2021	In SENATE. Read second time.
	09/07/2021	In SENATE. From third reading. To Inactive File.
	CATEGORY:	Funding

AB 1395	AUTHOR:	Muratsuchi [D]
	TITLE:	The State Climate Crisis Act
	INTRODUCED:	02/19/2021
	LAST AMEND:	09/03/2021
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than a specified year, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by a specified year, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.
	STATUS:	
	09/10/2021	Read third time. Failed to pass SENATE. (14-12)
	09/10/2021	In SENATE. Motion to reconsider.
	09/10/2021	In SENATE. Reconsideration granted.
	09/10/2021	In SENATE. From third reading. To Inactive File.
	CATEGORY:	Environment

CA AB 1626 (Nguyen), which pertained to motor vehicle fuel tax law, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 1638 (Kiley), which pertained to motor vehicle fuel tax law, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ AB 1640	AUTHOR: Ward [D] TITLE: Regional Climate Adaptation and Resilience Action Plans INTRODUCED: 01/12/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: Requires the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. Authorizes a regional climate network to develop a regional climate adaptation and resilience action plan. STATUS: 05/26/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Environment
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CA AB 1678 (Fong), which pertained to port congestion failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 1679 (Fong), which pertained to the California Business Investment Services program, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 1702 (Levine), which pertained to sales and use tax law, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ AB 1713	AUTHOR: Boerner Horvath [D] TITLE: Vehicles: Required Stops: Bicycles INTRODUCED: 01/26/2022 LAST AMEND: 03/21/2022 LOCATION: Senate SUMMARY: Requires a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified. STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Active Transportation
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CA AB 1733 (Quirk), which pertained to public meetings, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 1749 **AUTHOR:** Garcia [D]
TITLE: Community Emissions Reduction Programs
INTRODUCED: 02/01/2022
LAST AMEND: 05/19/2022
LOCATION: Senate
SUMMARY:
Requires a district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants to make available in an easily identifiable location on the district's internet website all permits issued by the district for those stationary sources. Increases the duties of, air districts. Requires the state to reimburse local agencies and school districts for certain costs mandated by the state.
STATUS:
05/26/2022 *In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.*
CATEGORY: Environment

► AB 1751 **AUTHOR:** Daly [D]
TITLE: Workers' Compensation: COVID-19: Critical Workers
INTRODUCED: 02/01/2022
LOCATION: Senate
SUMMARY:
Extends specified workers' compensation provisions relating to COVID-19 until January 1, 2025.
STATUS:
05/26/2022 *In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.*
CATEGORY: Labor and Employment

CA AB 1795 (Fong), which pertained to public meetings, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 1833 **AUTHOR:** Ward [D]
TITLE: San Diego Metropolitan Transit Development Board
INTRODUCED: 02/07/2022
LAST AMEND: 04/27/2022
LOCATION: Assembly Local Government Committee
HEARING 06/14/2022 1:30pm
SUMMARY:
Increases those thresholds from specified amount, or specified amount in certain instances, to specified amount, and would make other clarifying changes, as specified.
STATUS:
05/25/2022 *To SENATE Committee on TRANSPORTATION.*
CATEGORY: Miscellaneous

► AB 1909	AUTHOR: Friedman [D] TITLE: Vehicles: Bicycle Omnibus Bill INTRODUCED: 02/09/2022 LAST AMEND: 03/21/2022 LOCATION: Senate Transportation Committee HEARING: 06/14/2022 1:30pm SUMMARY: Removes the prohibition of class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, or hiking or recreational trail. Extends this authorization to cross the intersection to a bicycle, unless otherwise directed by a bicycle control signal. STATUS: 05/11/2022 To SENATE Committee on TRANSPORTATION. CATEGORY: Active Transportation
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CA AB 1920 (Fong), which pertained to income taxes, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 1932	AUTHOR: Daly [D] TITLE: Public Contracts: Construction Manager INTRODUCED: 02/10/2022 LOCATION: Senate Governance and Finance Committee HEARING: 06/01/2022 9:30am SUMMARY: Extends indefinitely existing law which authorizes a county, with approval of the board of supervisors, or a public entity, of which the members of the county board of supervisors make up the members of the governing body of that public entity, with the approval of its governing body, to utilize construction manager at-risk construction contracts. STATUS: 05/04/2022 To SENATE Committee on GOVERNANCE AND FINANCE. CATEGORY: Public Works
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► AB 1938	AUTHOR: Friedman [D] TITLE: Transit and Intercity Rail Recovery Task Force INTRODUCED: 02/10/2022 LAST AMEND: 03/07/2022 LOCATION: Senate SUMMARY: Establishes the Transportation Agency. Provides for the funding of public transit and intercity rail, including under the Transportation Development Act. Requires the secretary, on or before specified date, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Rail and Transit
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► AB 1944	AUTHOR:	Lee [D]
	TITLE:	Local Government: Open and Public Meetings
	INTRODUCED:	02/10/2022
	LAST AMEND:	05/25/2022
	LOCATION:	Senate
	SUMMARY:	<i>Requires the agenda to identify any member of the legislative body that will participate in the meeting remotely. Requires an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted.</i>
	STATUS:	
	05/26/2022	In ASSEMBLY. Assembly Rule 69(d) suspended.
	05/26/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Public Meetings

► AB 1949	AUTHOR:	Low [D]
	TITLE:	Employees: Bereavement Leave
	INTRODUCED:	02/10/2022
	LAST AMEND:	03/30/2022
	LOCATION:	Senate
	SUMMARY:	<i>Grants specified permanent employees of the state up to 3 days of bereavement leave, with up to 2 additional days of bereavement leave upon request if the death is out of state. Recast those provisions to specify that the first 3 days of bereavement leave are to be paid leave, and to remove the condition that the death be out of state for the additional 2 days.</i>
	STATUS:	
	05/26/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Labor and Employment

► AB 1971	AUTHOR:	Cooper [D]
	TITLE:	County Employees Retirement Law of 1937
	INTRODUCED:	02/10/2022
	LAST AMEND:	04/18/2022
	LOCATION:	Senate
	SUMMARY:	<i>Authorizes a person who is retired and receiving a retirement benefit from a county system to serve without reinstatement for service on a part-time board or commission operating under a participating agency of the same county retirement system. Prohibits a retired person acting in this capacity from acquiring benefits, service credit, or retirement rights with respect to the service and would prescribe limits on the salary or stipend for service with the board or commission.</i>
	STATUS:	
	05/25/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Labor and Employment

CA AB 1975 (Nazarian), which pertained to bus shelters, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 1981	AUTHOR:	Lee [D]
	TITLE:	Jury Duty
	INTRODUCED:	02/10/2022
	LAST AMEND:	05/19/202
	LOCATION:	Senate
	SUMMARY:	Requires a court to consider certain factors in determining whether transit service is reasonably available to the court facility. Requires the Judicial Council to sponsor a pilot program for 2 fiscal years to study whether increases in juror compensation and mileage reimbursement rates increase juror diversity and participation.
	STATUS:	
	05/26/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Labor Terms and Employment

CA AB 1993 (Wicks), which pertained to vaccination requirements, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2039	AUTHOR:	Rivas [D]
	TITLE:	Los Angeles Metropolitan Transportation Authority
	INTRODUCED:	02/14/2022
	LAST AMEND:	05/05/2022
	LOCATION:	Senate Transportation Committee
	HEARING:	06/14/2022 1:30pm
	SUMMARY:	Establishes a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. Imposes a specified amount cap on awards under a single job order contract and a cap on any single job order. Limits the term of an initial contract to a maximum of a specified number of months, with extensions as prescribed. Establishes various additional procedures and requirements for the use of job order contracting under this authorization.
	STATUS:	
	05/25/2022	To SENATE Committee on TRANSPORTATION.
	CATEGORY:	Public Works

► AB 2057	AUTHOR:	Carrillo [D]
	TITLE:	Transportation Agency: Goods Movement Data
	INTRODUCED:	02/14/2022
	LAST AMEND:	03/28/2022
	LOCATION:	Senate
	SUMMARY:	Requires the Transportation Agency to collect and consolidate specified data related to goods movement in the transportation supply chain and would require the agency to make this data publicly available on its internet website. Requires all maritime ports to collect specified data and statistics from trucking companies and provide the data to the agency.
	STATUS:	
	05/26/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Goods Movement

► AB 2061	AUTHOR: Ting [D] TITLE: Transportation Electrification: Electric Vehicle Charge INTRODUCED: 02/14/2022 LAST AMEND: 03/21/2022 LOCATION: Assembly Utilities and Energy Committee HEARING: 04/18/2022 SUMMARY: Requires an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. <i>Requires the Energy Commission, as part of the assessment of the investment plan for the Clean Transportation Program, to assess the uptime of public- and ratepayer-funded charging station infrastructure.</i> STATUS: 05/26/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Funding
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CA AB 2074 (Gipson), which pertained to the air quality improvement program, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2097	AUTHOR: Friedman [D] TITLE: Residential and Commercial Development: Remodeling INTRODUCED: 02/14/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: 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 one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. STATUS: 05/26/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Planning
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CA AB 2112 (Nguyen), which pertained to the supply chain, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 2120 (Ward), which pertained to bridge funding, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2141	AUTHOR:	Garcia [D]
	TITLE:	Greenhouse Gas Reduction Fund: Community Projects
	INTRODUCED:	02/15/2022
	LAST AMEND:	04/18/2022
	LOCATION:	Senate
	SUMMARY:	Appropriates to the state board, beginning in the 2023-24 fiscal year, 20 percent of the annual proceeds of the Greenhouse Gas Reduction Fund, up to specified amount, for allocation to air pollution control districts and air quality management districts for the purpose of supporting community emissions reduction strategies in, and reimbursement for participation by, communities selected by the state board, as specified.
	STATUS:	
	05/23/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (54-18)
	CATEGORY:	Funding

► AB 2173	AUTHOR:	Petrie-Norris [D]
	TITLE:	Public Contracts: Payment
	INTRODUCED:	02/15/2022
	LOCATION:	Senate Governmental Organization
	HEARING:	06/14/2022 9:30am
	SUMMARY:	Extends indefinitely existing law which authorizes the retention proceeds withheld from any payment by an awarding entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any subcontractor, to exceed 5% on specific projects where the director of the applicable department has made, or the governing body of the public entity or designated official of the public entity has approved, a finding prior to the bid that the project is complex.
	STATUS:	
	05/11/2022	To SENATE Committee on GOVERNMENTAL ORGANIZATION.
	CATEGORY:	Public Works

CA AB 2197 (Mullin), which pertained to Caltrain electrification funding, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2204	AUTHOR:	Boerner Horvath [D]
	TITLE:	Clean energy: Office of Clean Energy Workforce
	INTRODUCED:	02/15/2022
	LAST AMEND:	05/19/2022
	LOCATION:	Senate
	SUMMARY:	Establishes the Office of Clean Energy Workforce within the Labor and Workforce Development Agency with an executive director appointed by the Governor, with the consent of the Senate, for the purpose of overseeing California's transition to a sustainable and equitable carbon neutral economy. Requires the office to coordinate with relevant state agencies to track the progress of the state moving toward 100% clean energy.
	STATUS:	
	05/26/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Environment

► AB 2243	<p> AUTHOR: Garcia [D] TITLE: Occupational Safety and Health Standards: Heat Illness INTRODUCED: 02/16/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: <i>Requires the Division of Occupational Safety and Health to submit to the standards board a rulemaking proposal to consider revising the heat illness standard to include an ultrahigh heat standard for employees in outdoor places of employment for heat in excess of 105 degrees Fahrenheit, as prescribed, and require employers to distribute copies of the Heat Illness Prevention Plan, as provided.</i> STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Labor and Employment </p>
► AB 2264	<p> AUTHOR: Bloom [D] TITLE: Pedestrian Crossing Signals INTRODUCED: 02/16/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: <i>Requires a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. Requires an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located.</i> STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Active Transportation </p>
► AB 2270	<p> AUTHOR: Seyarto [R] TITLE: Authorized Emergency Vehicles INTRODUCED: 02/16/2022 LOCATION: Senate Transportation Committee HEARING: 06/14/2022 1:30pm SUMMARY: Requires the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility. STATUS: 05/04/2022 To SENATE Committee on TRANSPORTATION. CATEGORY: Planning </p>

► AB 2271	AUTHOR: Gipson [D] TITLE: Los Angeles County Transportation Authority INTRODUCED: 02/16/2022 LAST AMEND: 05/05/2022 LOCATION: Senate SUMMARY: <i>Increases the minimum expected expenditure required for those contracts LA Metro may award to medium business enterprises to be greater than specified amount. Provides that if LA Metro awards contracts pursuant to these provisions, the bill would require LA Metro to submit a report to the Legislature by specified date on the contracts issued between specified dates, including the number of employees working at a medium business enterprise receiving awards, as provided.</i> STATUS: 05/23/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (72-0)</i> CATEGORY: Public Works
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CA AB 2336 (Friedman), which pertained to a speed safety pilot program, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2342	AUTHOR: Cervantes [D] TITLE: Community Economic Resilience Fund Program INTRODUCED: 02/16/2022 LOCATION: Senate Labor, Public Employment and Retirement Committee HEARING: 06/08/2022 9:30am SUMMARY: Requires the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, state and federal recognized apprenticeship and pre-apprenticeship programs, and other workforce programs that support career pathways to high road jobs, and require collaboratives to engage local and regional planning efforts. STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i> CATEGORY: Funding
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► AB 2344	AUTHOR: Friedman [D] TITLE: Wildlife Connectivity: Transportation Projects INTRODUCED: 02/16/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: Requires the Department of Fish and Wildlife (DFW) in coordination with Caltrans, to establish a wildlife connectivity action plan on or before a specified date, and to update the plan at least once every five years thereafter. Requires the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas. STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i> CATEGORY: Planning
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► AB 2357	AUTHOR: Ting [D] TITLE: Surplus Land INTRODUCED: 02/16/2022 LAST AMEND: 04/05/2022 LOCATION: Senate SUMMARY: <i>Relates to exempt surplus land and certain legal restrictions that would make housing prohibited. Requires that those legal restrictions be documented and verified in writing by the relevant agencies that have authority relating to the restrictions.</i> STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i> CATEGORY: Surplus Land
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► AB 2358	AUTHOR: O'Donnell [D] TITLE: Alternative Vehicle and Vessel Technologies: Funding INTRODUCED: 02/16/2022 LAST AMEND: 04/18/2022 LOCATION: Senate SUMMARY: Expands the purposes of the California Clean Truck , Bus, and Off-Road Vehicle and Equipment Technology Program, to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission commercial harbor craft technologies. STATUS: 05/19/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (72-0)</i> CATEGORY: Funding
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► AB 2367	AUTHOR: Ward [D] TITLE: Regional Transportation Plans: Implementation Authority INTRODUCED: 02/16/2022 LAST AMEND: 04/27/2022 LOCATION: Senate Transportation Committee HEARING: 06/14/2022 1:30pm SUMMARY: <i>Authorizes Sand Diego Association of Governments (SANDAG) to implement every component of the regional transportation plan and to seek resources and funding for projects identified in the sustainable communities strategy, as provided. Authorizes SANDAG to exercise its bonding authority to implement the regional transportation plan, as provided.</i> STATUS: 05/11/2022 <i>To SENATE Committee on TRANSPORTATION.</i> CATEGORY: Planning
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CA AB 2410 (Chen), which pertained to school transportation, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2419	<p>AUTHOR: Bryan [D] TITLE: Environmental Justice: Infrastructure and Jobs Act INTRODUCED: 02/17/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: Requires a minimum of 40 percent of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and, except as specified, a minimum of an additional 10 percent be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. STATUS: 05/25/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</i> CATEGORY: Funding</p>
► AB 2432	<p>AUTHOR: Muratsuchi [D] TITLE: Neighborhood Electric vehicles: County of Los Angeles INTRODUCED: 02/17/2022 LAST AMEND: 03/31/2022 LOCATION: Senate Transportation Committee HEARING: 06/14/2022 1:30pm SUMMARY: Authorizes the County of Los Angeles or any city in the South Bay cities area, as defined, to establish a neighborhood electric vehicle (NEV) transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments. STATUS: 05/18/2022 <i>To SENATE Committee on TRANSPORTATION.</i> CATEGORY: Planning</p>
► AB 2449	<p>AUTHOR: Rubio [D] TITLE: Open Meetings: Local Agencies: Teleconferences INTRODUCED: 02/17/2022 LAST AMEND: 05/26/2022 LOCATION: Senate SUMMARY: <i>Authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. Imposes prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions.</i> STATUS: 05/26/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE</i> CATEGORY: Public Meetings</p>

▶ AB 2453	<p>AUTHOR: Bennett [D] TITLE: Transactions and use taxes: Ventura County INTRODUCED: 02/17/2022 LAST AMEND: 05/05/2022 LOCATION: Senate SUMMARY: <i>Authorizes Ventura County Transportation Commission to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that would, in combination other transactions and use taxes, exceed the combined rate limit, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. Provides that a transactions and use tax rate imposed pursuant to the bill will not be considered for specified limit.</i> STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Funding</p>
▶ AB 2463	<p>AUTHOR: Lee [D] TITLE: Public Works: Exemption INTRODUCED: 02/17/2022 LAST AMEND: 03/21/2022 LOCATION: Senate Labor, Public Employment, and Retirement Committee HEARING: 06/01/2022 1:30pm SUMMARY: Relates to existing law defines "public works," for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work that is performed under contract and paid for in whole or in part out of public funds. Relates to pursuant to existing law, all workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. STATUS: 05/18/2022 To SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Public Works</p>
▶ AB 2532	<p>AUTHOR: Bennett [D] TITLE: State Agency, Board, and Department Compliance INTRODUCED: 02/17/2022 LAST AMEND: 04/19/2022 LOCATION: Senate SUMMARY: <i>Requires, on or before a specified date, and on or before a specified date of each year thereafter, each state agency, board, or department to post on its internet website a report regarding its compliance with and efforts to implement any goal or recommendation related to that state agency, board, or department, as defined, that is identified by the state board in the scoping plan, including any scoping plan updates.</i> STATUS: 05/23/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (60-10) CATEGORY: Planning</p>

CA AB 2542 (Rubio), which pertained to toll exemptions, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 2562 (Bennett), which pertained the Clean Transportation Program, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2593 **AUTHOR:** Boerner Horvath [D]
TITLE: Coastal Resources: Coastal Development Permits
INTRODUCED: 02/18/2022
LAST AMEND: 04/18/2022
LOCATION: Senate Natural Resources and Water Committee
SUMMARY:
Requires the Coastal Commission to require a project that impacts coastal wetland, intertidal, or marine habitats or ecosystems seeking a coastal development permit to mitigate greenhouse gas emissions by building or contributing to a blue carbon project, as defined.
STATUS:
05/11/2022 To SENATE Committee on NATURAL RESOURCES AND WATER.
CATEGORY: Funding

► AB 2599 **AUTHOR:** Cervantes [D]
TITLE: High-occupancy Vehicle Lanes: County of Riverside
INTRODUCED: 02/18/2022
LAST AMEND: 03/29/2022
LOCATION: Senate
SUMMARY:
Requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside.
STATUS:
05/23/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (74-0)
CATEGORY: Planning

▶ AB 2647	AUTHOR:	Levine [D]
	TITLE:	Local Government: Open Meetings
	INTRODUCED:	02/18/2022
	LAST AMEND:	04/19/2022
	LOCATION:	Senate Governance and Finance Committee
	SUMMARY:	<i>Requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear.</i>
	STATUS:	
	05/25/2022	To SENATE Committee on GOVERNANCE AND FINANCE.
	CATEGORY:	Public Meetings

CA AB 2674 (Villapudua), which pertained Low Carbon Fuel Standard regulations failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

▶ AB 2693	AUTHOR:	Reyes [D]
	TITLE:	COVID-19: Exposure
	INTRODUCED:	02/18/2022
	LOCATION:	Senate Labor, Public Employment and Retirement Committee
	HEARING:	06/08/2022 9:30am
	SUMMARY:	<i>Extends provisions of the Occupational Safety and Health Act concerning exposure to the risk of infection with COVID-19. Provides that certain workplace industry information received from local public health departments shall be made available on available on a website.</i>
	STATUS:	
	05/23/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (47-20)
	CATEGORY:	Labor and Employment

▶ AB 2703	AUTHOR:	Muratsuchi [D]
	TITLE:	Electric Vehicle Charging Stations
	INTRODUCED:	02/18/2022
	LAST AMEND:	04/18/2022
	LOCATION:	Senate
	SUMMARY:	<i>Requires a person who receives state funding or other incentives to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified.</i>
	STATUS:	
	05/25/2022	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
	CATEGORY:	Funding

CA AB 2719 (Fong), which pertained to the California Environmental Quality Act, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 2722 (Grayson), which pertained to greenhouse gases, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

CA AB 2734 (Petrie-Norris), which pertained to coastal resources, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► AB 2752	AUTHOR: Wood [D] TITLE: Broadband Infrastructure: Mapping INTRODUCED: 02/18/2022 LOCATION: Senate SUMMARY: Requires the Public Utilities Commission in collaboration with relevant state agencies and stakeholders, to additionally include all developed last-mile broadband service connections from the statewide open-access middle-mile broadband network on that interactive map. STATUS: 05/23/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (71-0) CATEGORY: Broadband
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► AB 2763	AUTHOR: Kalra [D] TITLE: Santa Clara Valley Transportation Authority INTRODUCED: 02/18/2022 LAST AMEND: 05/19/2022 LOCATION: Senate SUMMARY: Authorizes the Santa Clara Transportation Authority to enter into job order contracts, defined as indefinite-quantity contracts for repair, remodeling, or other repetitive work to be done according to unit price, with the lowest responsible and responsive bidders. <i>Prohibits the authority from entering into a job order contract for work that is protected by a collective bargaining agreement and a single job order contract from exceeding a specified amount in its first term and, if extended or renewed.</i> STATUS: 05/25/2022 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. CATEGORY: Public Works
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► AB 2798	<p>AUTHOR: Fong [R] TITLE: Freight: Development Projects INTRODUCED: 02/18/2022 LAST AMEND: 04/21/2022 LOCATION: Senate SUMMARY: <i>Prohibits a local agency from denying a permit for a short-term freight transportation use, as defined, that is submitted by a developer on a parcel if the proposed use is in conformity with applicable plans, programs, and ordinances, among other things, that apply to the land, solely because the developer has a pending development application, or is concurrently submitting a development application, for a freight transportation project on that land.</i> STATUS: 05/23/2022 <i>In ASSEMBLY. Read third time, urgency clause adopted. Passed ASSEMBLY. *****To SENATE. (74-0)</i> CATEGORY: Good Movement</p>
► AB 2805	<p>AUTHOR: Bauer-Kahan [D] TITLE: Department of Fish and Game: Advance Mitigation INTRODUCED: 02/18/2022 LAST AMEND: 04/18/2022 LOCATION: Senate SUMMARY: Authorizes the Department of Fish and Wildlife, any other public agency, or federally recognized tribe to propose a regional conservation investment strategy. Eliminates a restriction on the department that authorizes the department to approve a regional conservation investment strategy only if one or more state agencies request specified approval. Requires a regional conservation assessment to be consistent with a federal habitat conservation plan. STATUS: 05/23/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (71-0)</i> CATEGORY: Environment</p>
► AB 2807	<p>AUTHOR: Bonta [D] TITLE: Transportation Funding Programs: Eligibility INTRODUCED: 02/18/2022 LAST AMEND: 04/21/2022 LOCATION: Senate SUMMARY: <i>Relates to the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program 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. Expands the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero and near-zero-emission public transportation ferry technologies.</i> STATUS: 05/19/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (72-0)</i> CATEGORY: Funding</p>

► AB 2949	AUTHOR: Lee [D] TITLE: Vehicles: Toll Exemptions INTRODUCED: 02/18/2022 LAST AMEND: 03/17/2022 LOCATION: Senate SUMMARY: Exempts vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, toll bridge, toll highway, a vehicular crossing, or any other toll facility, except a high-occupancy toll lane. STATUS: 05/23/2022 <i>In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (73-0)</i> CATEGORY: Tolling
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ACA 1	AUTHOR: Aguiar-Curry [D] TITLE: Local Government Financing: Affordable Housing INTRODUCED: 12/07/2020 LOCATION: Assembly Local Government Committee SUMMARY: Creates an additional exception to the 1 percent ad valorem tax rate limit on real property that would authorize a city, county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing the tax is approved by 55 percent of the voters of the city or county, and the proposition includes accountability requirements. STATUS: 04/22/2021 To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS. CATEGORY: Miscellaneous
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ACA 5	AUTHOR: Voepel [D] TITLE: Motor Vehicles: Fuel Taxes, Sales and Use Taxes INTRODUCED: 02/19/2021 LOCATION: Assembly Transportation Committee SUMMARY: Relates to motor vehicle fuel taxes. Restricts the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired. Require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable. STATUS: 04/22/2021 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding
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CA AB 1626 (Nguyen), which pertained to motor vehicle fuel tax law, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► ACR 140	AUTHOR: O'Donnell [D] TITLE: Freight Transportation: Supply Chain INTRODUCED: 02/15/2022 LOCATION: Assembly Jobs, Economic Development, and The Economy Committee HEARING: 06/21/2022 9:00am SUMMARY: Declares and recognize that the state is currently suffering a supply chain crisis. The measure would urge the State's public agencies, departments, and local governments to provide all due and proper assistance to carriers, cargo owners, public seaports, terminals, workers, and facilities to facilitate the essential service of delivering goods to Californians. STATUS: 03/31/2022 To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY. CATEGORY: Goods Movement
SB 17	AUTHOR: Pan [D] TITLE: Office Of Racial Equity INTRODUCED: 12/07/2020 LAST AMEND: 07/01/2021 LOCATION: Assembly Appropriations Committee SUMMARY: Establishes in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, governed by a Racial Equity Advisory and Accountability Council. Requires the office to develop the statewide Racial Equity Framework in collaboration with a Chief Equity Officer, who would be appointed and serve at the pleasure of the Governor and who would report to the Secretary of Government Operations in the Government Operations Agency. STATUS: 07/01/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Miscellaneous
► SB 216	AUTHOR: Dodd [D] TITLE: Contractors: Workers' Compensation Insurance: Coverage INTRODUCED: 01/12/2021 LAST AMEND: 03/15/2021 LOCATION: Assembly Business and Professions Committee SUMMARY: Requires concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. STATUS: 05/05/2022 To ASSEMBLY Committees on BUSINESS AND PROFESSIONS and INSURANCE. CATEGORY: Employment Terms & Conditions

SB 459	AUTHOR: Allen [D] TITLE: Political Reform Act of 1974: Lobbying INTRODUCED: 02/16/2021 LAST AMEND: 07/06/2021 LOCATION: Assembly Appropriations Committee SUMMARY: <p>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. Requires additional specified disclosures for lobbying activity during a specified period before the Legislature is scheduled to adjourn in a calendar year.</p> STATUS: 07/06/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CATEGORY: Miscellaneous
► SB 542	AUTHOR: Limon [D] TITLE: Vehicle License Fees for Zero-emission Vehicles: Sales INTRODUCED: 02/18/2021 LAST AMEND: 05/25/2021 LOCATION: Assembly Revenue and Taxation Committee HEARING: 06/06/2022 2:30pm SUMMARY: <p>Provides an exemption from certain taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. Defines qualified motor vehicle as a specified zero-emission truck. Provides that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p> STATUS: 05/05/2022 To ASSEMBLY Committee on REVENUE AND TAXATION. CATEGORY: Funding
SB 624	AUTHOR: Hueso [D] TITLE: Environmental Equity and Outdoor Access Act INTRODUCED: 02/18/2021 LAST AMEND: 06/21/2021 LOCATION: Assembly Appropriations Committee SUMMARY: <p>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.</p> STATUS: 08/26/2021 In ASSEMBLY Committee on APPROPRIATIONS. Held in committee and made a Two-year bill. CATEGORY: Environment

SB 674	AUTHOR:	Durazo [D]
	TITLE:	Public Contracts: Workforce Development
	INTRODUCED:	02/19/2021
	LAST AMEND:	08/30/2021
	LOCATION:	Assembly Inactive File
	SUMMARY:	Requires the Labor and Workforce Development Agency to create 2 programs. Relates to State Jobs Plan Program and the United States Jobs Plan Program. Requires the programs to meet specified objectives, including supporting the creation and retention of quality, non-temporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. Requires all compliance reporting to be accessible to the public through the web-based portal.
	STATUS:	
	09/09/2021	In ASSEMBLY. To Inactive File.
	CATEGORY:	Public Works

SB 726	AUTHOR:	Gonzalez [D]
	TITLE:	Fuel and Vehicle Technologies: Sustainability
	INTRODUCED:	02/19/2021
	LAST AMEND:	08/30/2021
	LOCATION:	Assembly Inactive File
	SUMMARY:	Revises and recast 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. Requires the commission to provide certain project preferences. Deletes the list of projects that the commission is required to make eligible for funding.
	STATUS:	
	09/07/2021	In ASSEMBLY. To Inactive File.
	CATEGORY:	Environment

CA SB 771 (Becker), which pertained to sales and use tax law has been amended to relate to prenatal screening programs. Therefore, the bill has been removed from the matrix.

► SB 852	AUTHOR:	Dodd [D]
	TITLE:	Climate Resilience Districts: Formation: Funding
	INTRODUCED:	01/18/2022
	LAST AMEND:	05/18/2022
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	<i>Imposes certain requirements on a project undertaken or financed by a district. Requires a district to obtain an enforceable commitment from the developer that contractors and subcontractors performing the work use a skilled and trained workforce, in accordance with specified provisions.</i>
	STATUS:	
	05/27/2022	To ASSEMBLY Committees on LOCAL GOVERNMENT and NATURAL RESOURCES.
	CATEGORY:	Funding

CA SB 873 (Newman), which pertained to the California Transportation Commission, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 878	AUTHOR: TITLE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Skinner [D] School Transportation 01/25/2022 04/18/2022 Assembly Education Committee Requires the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the specified school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. Creates the Transportation Access to Public Schools Fund in the State Treasury under the administration of the State Department of Education.
	STATUS: 05/27/2022 CATEGORY:	To ASSEMBLY Committee on EDUCATION. Transit
► SB 917	AUTHOR: TITLE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Becker [D] Seamless Transit Transformation Act 02/03/2022 04/18/2022 Assembly Transportation Committee Requires the Metropolitan Transportation Commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards.
	STATUS: 05/27/2022 CATEGORY:	To ASSEMBLY Committee on TRANSPORTATION. Rail and Transit
► SB 931	AUTHOR: TITLE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Leyva [D] Deterring Union Membership: Violations 02/07/2022 05/19/2022 Assembly Public Employment and Retirement Committee Authorizes an employee organization, as described, to bring a claim before the Public Employment Relations Board alleging that a public employer violated the prohibition against deterring or discouraging union membership. Upon a finding by the board that the public employer violated those provisions, the public employer would be subject to a civil penalty of up to \$1,000 for each affected employee, not to exceed \$100,000 in total, and subject to attorneys fees and costs, as described.
	STATUS: 05/27/2022 CATEGORY:	To ASSEMBLY Committees on PUBLIC EMPLOYMENT AND RETIREMENT and JUDICIARY.) Labor and Employment

► SB 932	AUTHOR: Portantino [D] TITLE: General Plans: Circulation Element INTRODUCED: 02/07/2022 LAST AMEND: 05/04/2022 LOCATION: Assembly Local Government Committee SUMMARY:
	<p>Requires the legislative body, upon the next substantive revision of the circulation element, on or before a specified date, to develop or update the plan for a balanced, multimodal transportation network, as specified, and to ensure that the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area, as defined, within the scope of the county or city general plan. Allows a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action.</p>
	STATUS: 05/27/2022 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.
	CATEGORY: Planning
► SB 985	AUTHOR: Hueso [D] TITLE: Otay Mesa East Toll Facility Act INTRODUCED: 02/14/2022 LAST AMEND: 04/18/2022 LOCATION: Assembly Transportation Committee SUMMARY:
	<p>Authorizes SANDAG to instead only impose tolls for entrance to or the use of the corridor. Places various requirements on SANDAG's authorized toll authority, including, among other things, requiring SANDAG to review the adequacy of the toll rates established to cover the aggregate costs of all projects within 2 years following the opening of an initial project to be supported by toll revenue and at least biennially after the initial review for so long as SANDAG imposes tolls.</p>
	STATUS: 05/19/2022 To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY: Planning
► SB 1010	AUTHOR: Skinner [D] TITLE: Air pollution: State Vehicle Fleet: Zero-emission INTRODUCED: 02/14/2022 LAST AMEND: 05/19/2022 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY:
	<p>Requires at least a specified percent of newly purchased medium and heavy duty vehicles with a gross vehicle weight of specified pounds or more purchased by the department and other state entities for the state vehicle fleet to be zero emission vehicles. <i>Requires a specified percent of newly purchased medium and heavy duty vehicles with a gross vehicle weight of specified pounds or more for the state vehicle fleet to be zero emission vehicles.</i></p>
	STATUS: 05/27/2022 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
	CATEGORY: Environment

► SB 1020	<p>AUTHOR: Laird [D]</p> <p>TITLE: Clean Energy, Jobs, and Affordability Act of 2022</p> <p>INTRODUCED: 02/14/2022</p> <p>LAST AMEND: 05/23/2022</p> <p>LOCATION: Assembly</p> <p>SUMMARY: Relates to the California Global Warming Solutions Act of 2006. Modifies with respect to the provision that a portion of the workshops be conducted in regions of the state that have the most significant exposure to air pollutants, specified communities as additionally being areas designated as federal extreme nonattainment.</p> <p>STATUS: 05/26/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (30-8)</i></p> <p>CATEGORY: Environment</p>
► SB 1049	<p>AUTHOR: Dodd [D]</p> <p>TITLE: Transportation Resilience Program</p> <p>INTRODUCED: 02/15/2022</p> <p>LAST AMEND: 05/19/2022</p> <p>LOCATION: Assembly</p> <p>SUMMARY: Establishes the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15 percent of the available federal National Highway Performance Program funds and <i>100 percent of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds.</i></p> <p>STATUS: 05/26/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)</i></p> <p>CATEGORY: Funding</p>
► SB 1050	<p>AUTHOR: Dodd [D]</p> <p>TITLE: State Route 37 Toll Bridge Act</p> <p>INTRODUCED: 02/15/2022</p> <p>LAST AMEND: 05/23/2022</p> <p>LOCATION: Assembly</p> <p>SUMMARY: Creates the SR-37 Toll Authority as a public instrumentality governed by the same board as that governing the Bay Area Infrastructure Financing Authority. Creates the SR-37 Toll Account and provide for the deposit of toll revenues and all other income derived from the toll bridge into the account.</p> <p>STATUS: 05/23/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (34-1)</i></p> <p>CATEGORY: Miscellaneous</p>

► SB 1067	AUTHOR:	Portantino [D]
	TITLE:	Housing Development Projects: Automobile Parking
	INTRODUCED:	02/15/2022
	AMENDED:	05/19/2022
	LOCATION:	Assembly
	SUMMARY:	<i>Authorizes a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined.</i>
	STATUS:	05/24/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (23-8)
	CATEGORY:	Planning

► SB 1075	AUTHOR:	Skinner [D]
	TITLE:	Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases
	INTRODUCED:	02/15/2022
	LAST AMEND:	05/19/2022
	LOCATION:	Assembly
	SUMMARY:	<i>Creates the California Clean Hydrogen Hub Fund within the State Treasury under the administration of the I-Bank. Authorizes the moneys in the fund, upon appropriation by the Legislature. Provides grants for clean hydrogen projects developed in California, to match federal funds granted to a regional clean hydrogen hub.</i>
	STATUS:	05/26/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)
	CATEGORY:	Funding

CA SB 1095 (Durazo), which pertained to air quality, failed to meet fiscal committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 1100	AUTHOR:	Cortese [D]
	TITLE:	Open Meetings: Orderly Conduct
	INTRODUCED:	02/16/2022
	LAST AMEND:	04/21/2022
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	<i>Authorizes the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. Requires removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to curtail their disruptive behavior.</i>
	STATUS:	05/05/202 To ASSEMBLY Committees on LOCAL GOVERNMENT and JUDICIARY.
	CATEGORY:	Public Meetings

► SB 1104	AUTHOR: Gonzalez [D] TITLE: Governor's Office of Business and Economic Development INTRODUCED: 02/16/2022 LAST AMEND: 04/06/2022 LOCATION: Assembly Jobs, Economic Development, and The Economy Committee HEARING: 06/21/2022 9:00am SUMMARY: Establishes the Office of Freight within GO Biz. Requires the office to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and ports across the state and to promote and assess the continued economic vitality and sustainability of the freight sector. STATUS: 05/27/2022 To ASSEMBLY Committees on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY and TRANSPORTATION. CATEGORY: Goods Movement
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► SB 1127	AUTHOR: Atkins [D] TITLE: Workers Compensation: Liability Presumptions INTRODUCED: 02/16/2022 LOCATION: Assembly Insurance Committee SUMMARY: Reduces Workers compensation liability presumptions from 90-day time periods to 60 days for all injuries and employees and, for certain injuries or illnesses, including hernia, heart trouble, pneumonia, or tuberculosis, among others, sustained in the course of employment of a specified member of law enforcement or a specified first responder, would reduce those time periods to 30 days. STATUS: 05/27/2022 To ASSEMBLY Committee on INSURANCE. CATEGORY: Labor and Employment
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► SB 1145	AUTHOR: Laird [D] TITLE: California Global Warming Solutions Act of 2006 INTRODUCED: 02/16/2022 LAST AMEND: 05/19/2022 LOCATION: Assembly SUMMARY: Provides that The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Approves a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced. Creates and maintains on its internet website a greenhouse gas emissions dashboard. STATUS: 05/26/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0) CATEGORY: Funding
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CA SB 1156 (Grove), which pertained to motor vehicle fuel tax law, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 1161	AUTHOR:	Min [D]
	TITLE:	<i>Transit Operators: Street Harassment Plans</i>
	INTRODUCED:	02/17/2022
	LAST AMEND:	05/02/2022
	LOCATION:	Senate Transportation Committee
	SUMMARY:	<i>Requires the University of California Institute of Transportation Studies to, on or before a specified date, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. Requires transit operators to, on or before a specified date, develop and implement a plan to reduce the street harassment experienced by its riders.</i>
	STATUS:	
	05/25/2022	<i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (39-0)</i>
	CATEGORY:	Rail and Transit

► SB 1169	AUTHOR:	Hueso [D]
	TITLE:	State Route 125 Toll Road Project
	INTRODUCED:	02/17/2022
	LAST AMEND:	04/18/2022
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	<i>States the intent of the Legislature to enact subsequent legislation to convert State Highway Route 125, the South Bay Expressway, from a toll road to a toll-free road. Authorizes the SANDAG. Terminates the agreement for the project and its lease of the State Route 125 facility on specified date, or upon the repayment of all of the bond debt incurred for the toll road project, whichever is later.</i>
	STATUS:	
	05/27/2022	<i>To ASSEMBLY Committee on TRANSPORTATION.</i>
	CATEGORY:	Tolling

CA SB 1201 (Melendez), which pertained to the Clean California Local Grant Program, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 1203	AUTHOR:	Becker [D]
	TITLE:	Zero Net Emissions of Greenhouse Gases
	INTRODUCED:	02/17/2022
	LAST AMEND:	05/19/2022
	LOCATION:	Assembly
	SUMMARY:	<i>Declares the intent of the Legislature that state agencies aim to achieve zero net emissions of greenhouse gases resulting from their operations no later than specified date.</i>
	STATUS:	
	05/25/2022	<i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (30-9)</i>
	CATEGORY:	Environment

► SB 1217	<p>AUTHOR: Allen [D]</p> <p>TITLE: State-Regional Collaborative for Climate</p> <p>INTRODUCED: 02/17/2022</p> <p>LOCATION: Assembly</p> <p>SUMMARY: Establishes the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies.</p> <p>STATUS: 05/24/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (28-9)</i></p> <p>CATEGORY: Planning</p>
► SB 1226	<p>AUTHOR: Durazo [D]</p> <p>TITLE: Zero Net Emissions of Greenhouse Gases</p> <p>INTRODUCED: 02/17/2022</p> <p>LAST AMEND: 04/19/2022</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY: <i>Relates to Joint Exercise of Powers Act. Authorizes certain number or more public agencies by agreement to exercise any power common to the contracting parties. Prohibits, notwithstanding any other law, a joint powers agency formed pursuant to these provisions from incurring debt.</i></p> <p>STATUS: 05/27/2022 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.</i></p> <p>CATEGORY: Planning</p>
► SB 1250	<p>AUTHOR: Limon [D]</p> <p>TITLE: Rental Passenger Vehicle Transactions: Fees: Toll Road</p> <p>INTRODUCED: 02/17/2022</p> <p>LAST AMEND: 04/19/2022</p> <p>LOCATION: Assembly</p> <p>SUMMARY: <i>Requires a rental company to provide a written notice to its customers stating the amount a customer may be charged by the rental company if tolls are not paid by the customer, whether there are any methods to avoid those charges, and if there are, instructions as to how the customer can use those methods.</i></p> <p>STATUS: 05/24/2022 <i>In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (37-0)</i></p> <p>CATEGORY: Tolling</p>

► SB 1251	AUTHOR:	Gonzalez [D]
	TITLE:	Electric Vehicle Equity Ombudsperson
	INTRODUCED:	02/17/2022
	LAST AMEND:	05/19/2022
	LOCATION:	Assembly
	SUMMARY:	Establishes the Office of the Zero Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross agency definition of equity, and to set an equity agenda for the deployment of light, medium, and heavy duty zero emission vehicles, the supporting infrastructure, and workforce development. Requires the office to provide guidance to state agencies by developing and adopting an equity action plan. Publishes an update of the progress on its internet website.
	STATUS:	05/25/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (30-9)
	CATEGORY:	Miscellaneous

► SB 1258	AUTHOR:	Allen [D]
	TITLE:	Fleet-operated Vehicles
	INTRODUCED:	02/17/2022
	LAST AMEND:	05/19/2022
	LOCATION:	Assembly
	SUMMARY:	Authorizes electric vehicle charging station infrastructure that supports the adoption of specified zero-emission vehicles for fleet-operated vehicles by 2030 to be eligible for funding under the program.
	STATUS:	05/26/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)
	CATEGORY:	Funding

CA SB 1276 (Durazo), which pertained to shared mobility service data, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 1294	AUTHOR:	Cortese [D]
	TITLE:	Workforce Wellness Center
	INTRODUCED:	02/18/2022
	LAST AMEND:	03/16/2022
	LOCATION:	Assembly Labor and Employment Committee
	SUMMARY:	Provides that the California Workforce Development Board is the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce.
	STATUS:	05/27/2022 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
	CATEGORY:	Labor Terms and Employment

► SB 1391	AUTHOR:	Kamlager [D]
	TITLE:	Greenhouse Gases: Market-Based Compliance Mechanisms
	INTRODUCED:	02/18/2022
	LAST AMEND:	03/17/2022
	LOCATION:	Assembly
	SUMMARY:	Prohibits a state agency from linking a market based compliance mechanism with any other state, province, or country unless all of the specified conditions are met.
	STATUS:	05/26/2022 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (28-8)
	CATEGORY:	Funding

CA SB 1463 (Archuleta), which pertained to the hydrogen fueling hub, failed to meet policy committee deadlines and is now dead. Therefore, the bill has been removed from the matrix.

► SB 1488	AUTHOR:	Glazer [D]
	TITLE:	San Francisco Bay Area Rapid Transit District
	INTRODUCED:	02/18/2022
	LAST AMEND:	03/16/2022
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Provides that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.
	STATUS:	05/27/2022 To ASSEMBLY Committees on TRANSPORTATION and JUDICIARY.
	CATEGORY:	Transit and Rail

SCA 4	AUTHOR:	Wilk [R]
	TITLE:	Legislature: 2-year Budget
	INTRODUCED:	02/17/2021
	LOCATION:	Senate Budget & Fiscal Review Committee
	SUMMARY:	Limits the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. Requires the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session.
	STATUS:	04/07/2021 To SENATE Committees on BUDGET AND FISCAL REVIEW and APPROPRIATIONS.
	CATEGORY:	Funding



June 16, 2022

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 and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an overview of community project funding requests submitted by Orange County delegation members for the Orange County Transportation Authority. An update is provided on rulemaking associated with new Buy America requirements under the Infrastructure Investment and Jobs Act.

Recommendation

Receive and file as an information item.

Discussion

Community Project Funding Requests

Similar to what occurred during the federal fiscal year (FY) 2022 appropriations process, Members of Congress have again solicited community project funding (CPF) requests for FY 2023. A CPF is defined as any congressionally directed spending, tax benefit or tariff benefit that would benefit an entity or a specific state, locality, or congressional district. CPFs are similar to the earmark process, but with added transparency and accountability rules to ensure the funding is being used for its intended purposes, supported by the community and can be used on a project or program in a timely manner. This year, the Orange County Transportation Authority (OCTA) has been actively engaged with the Orange County delegation members to submit CPF requests for a variety of multimodal projects. The following projects have been submitted for consideration in the FY 2023 appropriations package by members:

- \$1.5 million for the Orange County (OC) Loop submitted by Representative Young Kim (R-Placentia)
The OC Loop includes 66 miles of seamless connections that provide the community opportunities to bike, walk, and connect to some of California's most scenic beaches and inland reaches. This funding would be used to close gaps on the trail that cut off continuous use and enhance existing segments; specifically Segment A in the City of La Habra and Segment B in the City of Brea.
- \$3 million for the State Route 91 Improvement Project from SR-55 to Lakeview Avenue submitted by Representative Young Kim (R-Placentia)
This project will create a safer and more efficient transportation system by constructing improvements to better separate and eliminate weaving of traffic flow, replacing an ageing bridge and adding a bicycle and pedestrian facility along Lakeview Avenue. In the FY 2022 appropriations process, Representative Young Kim also secured a \$3 million CPF for the State Route 91 Improvement Project for OCTA.
- \$3 million for the Santa Ana-Garden Grove Rails to Trails submitted by Representative Lou Correa (D-Santa Ana)
This project will increase the use of active transportation travel modes, improving facilities along the Pacific Electric corridor. This trail project will link two downtown cities and connect to the Santa Ana River Trail, part of 66-mile Class I OC Loop bikeway.
- \$4 million for the State Route 74 Improvement Project Gap Closure and Multimodal Project submitted by Representative Mike Levin (D-Dana Point)
This project closes a 1.1-mile gap in general purpose lanes and enhances bicycle and pedestrian connectivity.

This list does not include other projects that were submitted within Orange County, which were requested by individual cities, the County, or other transportation agencies like Metrolink. Furthermore, members of the Senate have yet to make their CPF lists public. Although a project may be submitted by a member for funding, this does not guarantee that the project will receive funding in the final FY 2023 appropriations bill. Staff will continue to work with the delegation members throughout the appropriations process and will provide updates to the OCTA Board of Directors as necessary.

Buy America Regulatory Updates

As part of the Infrastructure Investment and Jobs Act (IIJA), several reforms were made to Buy America requirements by the Build America, Buy America Act (BABA). Under BABA, 180 days after the enactment of the IIJA – May 14, 2022, federal agencies were required to ensure that no funding used via the IIJA may be obligated for a project unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States. The Made in America Office (MIAO) within the Office of Management and Budget (OMB) is charged with maximizing and enforcing compliance.

The BABA requires each federal agency to ensure the following:

- All iron and steel used in the project are produced in the United States – this includes all manufacturing processes, from the initial melting stage through the application of coatings.
- All manufactured products used in the project are produced in the United States, including that the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content has been established under an applicable law or regulation.
- All construction materials are manufactured in the United States. Excluded from this definition are cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

There are three situations where these requirements can be waived:

- Public interest waivers: when applying the preference would be inconsistent with the public interest.
- Nonavailability waivers: when the materials are not produced in the United States in sufficient and reasonably available quantities or of a satisfactory quality.
- Unreasonable cost waivers: when the inclusion of materials produced in the United States will increase the cost of the overall project by more than 25 percent.

Each of these waivers are subject to a 15-day public comment process. In addition, a federal agency may also issue a general applicability waiver applied to a specific product or category of product. These waivers must be reviewed every five years and are subject to a 30-day public comment process. Prior to proposing a general applicability waiver, the federal agency must consult with

the MIAO. For all waivers, the MIAO will review to ensure it is consistent with applicable law and policy.

In order to inform implementation, 60 days after the enactment of the IIJA, each federal agency was to submit to the OMB a report that identified the federal assistance programs for infrastructure projects administered by the agency, all existing domestic content procurement requirements, and any waivers. In the Department of Transportation's (DOT) response, while it was found that in most cases its programs meet or exceed the requirements of the BABA, it detailed that none of their programs were fully consistent with BABA requirements, specifically due to the addition of construction materials.

On April 18, 2022, OMB released a memorandum detailing initial guidance related to implementation, including a more robust definition of what would be considered under the definition of "construction materials." Based on this definition, "construction materials" would include an article, material, or supply, other than those exempted under the BABA, that primarily consists of non-ferrous metals, plastic and polymer-based products, glass, lumber, or drywall. This guidance noted that since this was to be based on "all manufacturing processes" associated with such materials, the MIAO was to release further guidance, based on stakeholder feedback, on what should be included in that definition.

Since construction materials were never previously included in any Buy America requirements, this presents a significant new requirement for recipients of federal funding. Based on the need for further guidance and analysis, and in anticipation that immediate enforcement would potentially delay projects receiving assistance from the IIJA, the DOT issued a proposed, temporary 180-day public interest waiver from the enforcement of BABA requirements related to construction materials. During the public comment period, several stakeholders sent comments in support of the temporary waiver, including the American Public Transportation Association (APTA) (Attachment A) and the California Transit Association (CTA) (Attachment B). After the public comment period, DOT officially approved the waiver which will extend until November 10, 2022.

During this time, the OMB continues to seek public comment on future guidance related to the definition and applicability of "construction materials." In addition, in its temporary waiver, DOT notes that they are also seeking feedback in how best to implement this requirement, noting that there may be a need to later explore a longer waiver. In APTA's comment letter supporting the temporary waiver, the letter also notes some recommendations for future consideration including the issuance of general interest waivers for minor components, small contracts, and the inclusion of an adjustment period of four years.

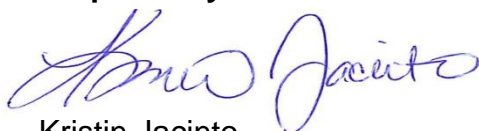
OCTA staff will continue to participate in conversations via APTA and CTA to inform the discussions associated with BABA implementation, seeking to minimize any disruption to existing and planned projects, while also ensuring compliance with the intent of BABA requirements. Because these requirements would also apply to local agency projects using federal funds, communication will also take place with those agencies via OCTA's Technical Advisory Committee. Staff will provide further updates as guidance is released and any additional waivers are considered.

Summary

Information is provided on community project funding requests and Buy America requirements.

Attachments

- A. Letter from Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association, to Docket Management Facility, United States Department of Transportation, dated May 13, 2022
- B. Letter from Michael Pimentel, Executive Director, California Transit Association, to Polly Trottenberg, Deputy Secretary, Office of the Secretary of Transportation, dated May 13, 2022
- C. Potomac Partners DC, Monthly Legislative Report – April 2022
- D. Potomac Partners DC, Monthly Legislative Report – May 2022

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**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**

May 13, 2022

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APTA.COM

Docket Management Facility
U.S. Department of Transportation
M-30, West Building Ground Floor, Room W12-140
1200 New Jersey Avenue S.E.
Washington, DC 20590

Subject: Docket DOT-OST-2022-0047

Dear Docket Clerk:

On behalf of the 1,500 public- and private-sector member organizations of the American Public Transportation Association (APTA), I write to provide comments on the Department of Transportation's notice and request for comments regarding Notice of Temporary Waiver of Buy America Requirements for Construction Materials published April 28, 2022.

APTA strongly supports DOT's proposed temporary waiver of the Buy America Requirements for Construction Materials. The request for a waiver acknowledges that the construction material requirement will take time to implement in an already constrained supply chain that threatens to implode if further uncertainty is injected into the contracting process. Moreover, we are encouraged that DOT intends to use the waiver period to further engage the public transportation industry and other partners on implementation of the Buy America Requirements for Construction Materials.

As part of our effort to provide industry feedback, APTA surveyed its members on the Buy America requirements. Based on this feedback, APTA strongly believes that the current Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) Buy America requirements (except for construction materials) are wholly consistent with the Build America, Buy America Act (BABA) (P.L. 117-58, Division G, Title IX). Thus, APTA recommends that neither FTA nor FRA make any changes to the rigorous rolling stock and final assembly requirements under current law and regulation. In addition, options in rolling stock contracts should be subject to the same Buy America requirements as the base contract. If a grant is executed for a base contract on a rolling stock

procurement before May 14, 2022, all options associated with the base contract should be subject to the base contract's requirements, even if the options are funded by a grant executed on or after May 14.

In addition, we provide feedback from some of our members who made the following recommendations:

- Given that the Office of Management and Budget (OMB) Guidance allows for several new types of general applicability waivers within the public interest category, DOT should consider the creation of the following general applicability public interest waivers:
 - De Minimis: Establish a threshold of five percent of project costs up to a maximum of \$1 million. A De Minimis waiver would avoid potential delays to contract awards and job creation that might occur if grantees are required to obtain individual or unexpected Buy America waivers for minor components of large projects.
 - Minor Components: Consistent with the OMB guidance that allows federal agencies to issue general applicability waivers for minor components, issue a public interest waiver for non-domestically produced miscellaneous minor components comprising no more than five percent of the total material cost of an otherwise domestically produced iron and steel product. Such a waiver at the limits allowed by the OMB Guidance could create more U.S. jobs.
 - Adjustment Period: Issue a four-year public interest waiver to provide agencies sufficient time to transition to new rules and processes established under OMB's Guidance. This transition period will enable both public transit agencies and relevant industries to transition to the new Buy America rules and comply with any new regulations while avoiding project delays.
- With regard to the Construction Materials requirement, the OMB Guidance requires that "agencies should consider 'all manufacturing processes' for construction materials to include at least the final manufacturing process and the immediately preceding manufacturing stage for the construction material." DOT should not consider the origin of raw materials when defining the requirements for construction materials. Our members would appreciate clear guidance on what constitutes "the final manufacturing process and immediately preceding manufacturing stage" and a member urges DOT to include the following for each construction material:
 - Drywall: Require manufacturing of drywall to occur in the U.S. but allow the gypsum raw material to be imported.
 - Lumber: Require the sawing, milling, and final manufacturing of the lumber to occur in the U.S. but allow the logs to be imported.

- Non-ferrous Metals: Require the manufacturing of non-ferrous building materials to occur in the U.S. but allow the raw material (e.g., copper, tin) to be imported.
- Plastic and Polymer-based Products: Require the cutting, milling, and any required dapping to occur in the U.S. but allow blocks of polymer and other raw materials to be imported.
- Glass: Require manufacturing of the glass construction material (including optic glass) to occur in the U.S. but allow any raw materials to be imported.

We appreciate the opportunity to comment and we welcome the opportunity to partner with DOT to bring together interested members of the public transit industry during the 180-day waiver period to provide additional feedback. Should you have any questions regarding the positions or comments discussed in this letter, please contact Linda Ford, APTA's General Counsel at LFord@apta.com or 202-496-4808.

Sincerely,

A handwritten signature in black ink that reads "Paul P. Skoutelas". The signature is written in a cursive, flowing style.

Paul P. Skoutelas
President and CEO



Connecting us.

May 13, 2022

Polly Trottenberg, Deputy Secretary
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Deputy Secretary Trottenberg,

On behalf of the California Transit Association, I write to you today to voice our support for the Department of Transportation's proposed temporary waiver of the Buy America requirements for construction materials established by the Infrastructure Investment and Jobs Act. The Association represents California's transit industry, inclusive of 80 transit agencies in California and more than 200 member organizations nationwide.

We appreciate that the Department of Transportation has proposed this temporary waiver to provide transportation agencies with an additional 180 days to prepare for compliance with the new requirements and processes. We agree with the justifications provided for moving this waiver forward, and support the waiver being used by USDOT to gather more data on materials and products to determine how best to increase domestic capacity of construction materials. Without this waiver, we believe that transportation projects, including those pursued by our member organizations, will face delays in securing necessary materials that will ultimately slow project delivery.

Thank you for the consideration as our members work to advance implementation of the IIJA. We look forward to continuing to engage with you on this topic. If you have any questions, please contact me at 916-446-4656 x1034 or via email at michael@caltransit.org.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Pimentel", written in a cursive style.

Michael Pimentel
Executive Director



Monthly Legislative Report – April 2022

April Advocacy Meetings

Congressman Alan Lowenthal (D-CA) – We met with Congressman Lowenthal and his staff this month to discuss FY23 appropriations and Community Project Funding (CPF) requests. Through the CPF process, we submitted requests to fund zero emission bus replacements, a connected bus pilot, and the Santa Ana-Garden Grove rails to trails projects for FY23. We followed-up with the office several times regarding this request.

Congressman Mike Levin (D-CA) – We met with Congressman Levin and his staff this month to discuss our CPF requests to fund rail infrastructure protection on the South Coast, and improvements for SR-74. We provided supplemental information for the requests and worked closely with staff to ensure that all necessary information was provided ahead of the Committee deadlines.

Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez and her staff this month to submit requests for Community Project Funding. We submitted a request to fund the OC Loop. We have been in frequent contact with her staff with her staff since submission to answer questions about the project and provide supplemental information.

Congressman Lou Correa (D-CA) – We met with Congressman Correa and his staff multiple times this month to discuss our requests to fund zero emission bus replacements, a connected bus pilot at Harbor Blvd, the Rails to Trails project at Santa Ana-Garden Grove, and improvements to SR-91 at Lakeview. We worked closely senior staff to provide supplemental information on the Garden Grove – Santa Ana Rails to Trails project.

Congresswoman Young Kim (R-CA) – We worked very closely with Congresswoman Kim's senior staff month to discuss our requests to fund zero emission buses, new security gates at the Irvine bus base, the OC Loop, and improvements to SR-91 at Lakeview. We provided supplemental information required for submission to the Committee on the OC Loop project and the SR-91 project, to include budget breakdowns. In addition to the CPF request, we also worked with Rep. Kim office on a submitting a bi-partisan support letter with Rep. Correa for OCTA's RAISE Grant application.

Congresswoman Katie Porter (D-CA) – We met with Congresswoman Porter and her staff this month to discuss FY23 appropriations and the process. We discussed OCTA projects we submitted to other Members of the delegation.

Congressman Pete Aguilar (D-CA) – We met with Congressman Aguilar and this staff multiple times this month to discuss FY23 appropriations. We discussed the timeline for submission deadlines, Committee requirements for requests, and the timeline approved project announcements. We also discussed the process and timeline for FY22 CPF funds that were enacted in the March omnibus, and when that funding will become available to recipients.

Senator Dianne Feinstein (D-CA) – We met with Senator Feinstein’s staff multiple times this month to discuss the FY23 CPF process and to provide supplemental information. We also discussed Senate committee deadlines and the timeline for final submissions.

Senator Alex Padilla (D-CA) – We met with Senator Padilla and his staff multiple times this month to discuss the FY23 CPF process, the eight projects we submitted for consideration, and the timeline for final consideration by the committee.

House Appropriations: Transportation, Housing and Urban Development – We met with senior staff on the THUD appropriations Subcommittee this month to discuss guidance for the FY23 CPF process. We also followed-up on our discussions regarding enacted CPF funds in the FY22 omnibus, and how that funding will be disbursed.

House Transportation and Infrastructure Committee – We met with senior Majority and Minority committee staff multiple times this month to discuss the IIJA implementation and opportunities to provide input as the Administration prepares to issue new notice of funding opportunities.

Senator Lisa Murkowski (R-AK) – PPDC met with the Senator and her staff. The Senator mentioned at the event that she is working with a bipartisan group of Senators on a potential climate change and energy bill. The potential legislation could revive and amend a key provision of the Build Back Better proposal, while also allowing Republicans to explore ways to open federal land for natural gas drilling and expand investment in nuclear energy. While this is still in the discussion phase, Sen. Murkowski is open to moving such legislation through the Senate in a similar fashion to the Bipartisan Infrastructure Law that passed last fall.

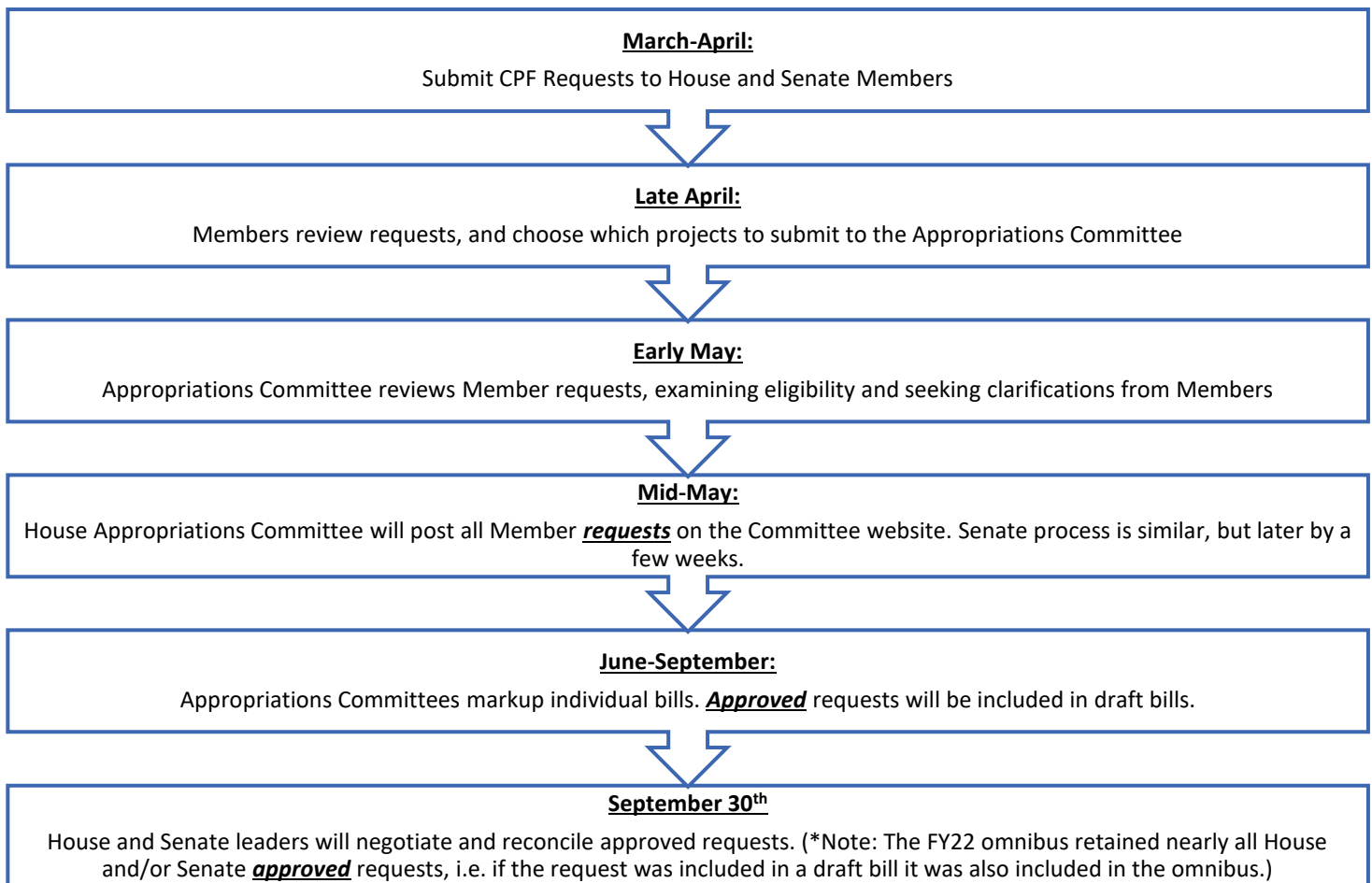
Fiscal Year 2023 Appropriations

Leaders of the House and Senate Appropriations Committees met in late April to discuss the Fiscal Year 2023 (FY23) appropriations process. Discussions focused on the discretionary spending cap for FY23, including top level spending limits for defense and non-defense discretionary spending. Chairwoman Rosa DeLauro (D-CT), Ranking Member Kay Granger (R-TX), Chairman Patrick Leahy (D-VT), and Ranking Member Richard Shelby (R-

AL) are hoping to reach a topline agreement in order to provide sufficient time to pass at least some of the twelve annual appropriations bills before the end of the fiscal year on September 30th. The House Appropriations Committee is still tentatively planning to begin marking up their proposed appropriations bills in mid-to-late June, with a plan for floor votes in July, and the Senate hopefully moving in a somewhat similar timeline (albeit likely at least a few weeks behind). The House Appropriations Committee has closed the submission portal for the Community Project Funding process. It should be noted that a Member submission does not guarantee that the project will be funded. The House Appropriations Committee will still need to approve the request. After that, the request will need to be retained in the bill during conference negotiations with the Senate.

- The FY23 guidance for the House CPF process can be found [here](#).
- Member requests submitted to the committee for consideration will be posted [here](#) in the coming weeks.

A basic timeline for the process is below. However, the completion of the process will likely take longer than expected due to the upcoming midterm elections:



Federal Mask Requirement Lifted for Public Transportation

On April 18th due to a court order the CDC's requirement for masks on public transport is no longer in effect. The TSA from April 19th will not enforce their security mask directives as well. For more information on the CDC Order and TSA's Security order [click here](#) and [here](#).

California Senators Announce Support to Rural Communities

On April 18th Senators Feinstein and Padilla announced California will receive \$29.9 million through the Secure Schools program by the Forest Service. With funds from the Bipartisan Infrastructure Law. According to the Senators these funds will assist with forest conditions and support jobs in rural communities. It would create advisory committees and improve road access for children to get to school safely. For more information click [here](#).

New DOT Guidance on \$6.4 Billion to Reduce Carbon Emissions

On Thursday, April 21st, the Department of Transportation announced guidance on a new program created by the Bipartisan Infrastructure Law (IIJA) called the "*Carbon Reduction Program*" (CRP). This guidance provides information on funding, eligible activities, and requirements of the CRP. This program will allocate funds to that reduce CO₂ emissions from on-road highway sources. This includes infrastructure to support the electrification of freight vehicles or personal cars, Bus Rapid Transit corridors, micro-mobility, and biking. Under the CRP, states must also develop carbon reduction strategies in consultation with Metropolitan Planning Organizations to identify projects and strategies tailored to reduce carbon dioxide emissions in their states, although states and localities may begin using the CRP funds even before plans are developed and reviewed.

Guidance can be found [here](#).

Fact Sheet can be found [here](#).

5-Year total apportionments can be found [here](#).

FTA Announces Greenhouse Gas Emissions Estimator

The FTA has released a greenhouse gas emissions estimator tool that generates estimates of lifecycle energy use in the construction, operation, and maintenance phases of a transit project. The new version of the estimator includes renewable energy as an electricity source for estimates. This will also include bus electrification savings from low or zero emissions transit buses. For more information click [here](#).

Cybersecurity Resources for Transit Agencies

The FTA has published a cybersecurity resources page that highlights FTA recommendation during ransomware attacks and other cyber threats. The page includes cybersecurity training, preparedness, and incident reporting, and four fundings opportunities. To view the page, click [here](#).

House Transportation & Infrastructure Committee Approves Bill to Provide Grants for Inspecting Infrastructure Using Drones

On April 28th, the House Transportation and Infrastructure Committee approved H.R. Drone Infrastructure Inspection Grant Act (DIIG Act) in a full committee markup. The bill would invest \$200 million in a drone infrastructure inspection grant program and a drone operator and maintenance workforce training grant program. The eligible entities for the grants would be States, units of local government, tribes, or metropolitan planning organizations. The full bill can be found [here](#), along with a video of the markup.

White House Issues “Stewardship” Guidance for BIL/IIJA Funds

On April 29th, the White House released a memo to all federal agencies regarding the implementation of the Bipartisan Infrastructure Law (IIJA), directing federal agencies coordination and cooperation. The memo establishes requirements for the creation of agency lead coordinators, agency equity teams, and risk management. The full memo can be found [here](#).

Congressional Hearings

House Transportation & Infrastructure

- Full committee hearing on “**NTSB reauthorization.**”
 - The full April 6th hearing and witness list can be viewed [here](#).
- Highways and Transit Subcommittee hearing on “**Workforce Development and Job Creation in Surface Transportation Construction.**”
 - The full April 27th hearing and witness list can be viewed [here](#).

Senate Appropriations Subcommittee on Transportation and Housing

- Hearing on the “**Department of Transportation’s FY 2023 budget request.**”
- The full April 28th hearing and Secretary Buttigieg’s testimony can be viewed [here](#)

House Energy and Commerce Subcommittee on Oversight and Investigations

- Hearing on “**Gasoline Prices and Price Gouging**”
 - The full April 6th hearing and witness list can be viewed [here](#)



Monthly Legislative Report – May 2022

May Advocacy Meetings

Congressman Alan Lowenthal (D-CA) – We met with Congressman Lowenthal and his staff this month to discuss FY23 appropriations and Community Project Funding (CPF) requests. Rep. Lowenthal's list of FY23 CPF requests can be found [HERE](#). We also discussed support for OCTA's grant applications. Congressman Lowenthal provided a letter of support for the OCTA's zero-emission paratransit bus pilot project grant.

Congressman Mike Levin (D-CA) – We met with Congressman Levin and his staff this month to discuss our CPF requests to fund rail infrastructure protection on the South Coast, and improvements for SR-74. Congressman Levin requested \$4 million for the State Route 74 (SR-74) Improvements project. A full list of Rep. Levin's FY23 CPF requests can be found [HERE](#).

Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez and her staff this month to discuss the FY23 appropriations process and our requests for Community Project Funding. We also discussed the timeline and process for receiving FY22 enacted CPF funding. A full list of Rep. Sanchez's FY23 requests can be found [HERE](#).

Congressman Lou Correa (D-CA) – We met with Congressman Correa and his staff this month to discuss our requests to fund zero emission bus replacements, a connected bus pilot at Harbor Blvd, the Rails to Trails project at Santa Ana-Garden Grove, and improvements to SR-91 at Lakeview. Rep. Correa requested \$3 million for the Santa Ana-Garden Grove project in the FY23 CPF process. A full list of Rep. Correa's FY23 requests can be found [HERE](#). We also discussed support for the SR-91's Multimodal Project Discretionary Grant (MPDG) Program application and helped facilitate the Congressman's sign-on to a letter of support to the Secretary of Transportation.

Congresswoman Young Kim (R-CA) – We met with Congresswoman Kim and her senior staff this month to discuss FY23 appropriations and our CPF requests. Rep. Kim requested \$1.5 million for the OC Loop project and \$3 million for the SR-91 Improvement Project (SR-55 to Lakeview Avenue). A full list of Rep. Kim's FY23 requests can be found [HERE](#). We also discussed support for the SR-91 Multimodal Project Discretionary Grant (MPDG) application and secured the Congresswoman's participation on a letter of support.

Congresswoman Katie Porter (D-CA) – We met with Congresswoman Porter and her staff this month to discuss the FY23 appropriations process and provide an update on OCTA projects. We discussed support for OCTA projects being requested in the FY23 CPF

process. We also discussed support for the Buses and Bus Facilities program and secured a bi-partisan letter of support for the grant application with Congressman Correa.

Congressman Pete Aguilar (D-CA) – We met with Congressman Aguilar and his staff this month to follow-up on guidance for the FY23 appropriations process, and timeline for subcommittee markups. We also discussed the timeline for FY22 CPF funds that were enacted in the March omnibus, and when those funds will be available to recipients.

Senator Dianne Feinstein (D-CA) – We met with Senator Feinstein’s staff this month to discuss the FY23 CPF process and provide supplemental information supporting the projects consideration. We also discussed Senate committee deadlines and the timeline for committee consideration.

Senator Alex Padilla (D-CA) – We met with Senator Padilla and his staff multiple times this month to discuss the FY23 CPF process, the eight projects we submitted for consideration, and the timeline for final consideration by the committee.

House Appropriations: Transportation, Housing and Urban Development – We met with senior staff on the THUD appropriations Subcommittee this month to discuss guidance for the FY23 CPF process. We also followed-up on our discussions regarding enacted CPF funds in the FY22 omnibus, and how that funding will be disbursed.

House Transportation and Infrastructure Committee – We met with senior Majority and Minority committee staff multiple times this month to discuss the IIJA implementation and opportunities to provide input as the Administration prepares to issue new notice of funding opportunities.

Fiscal Year 2023 Appropriations

House and Senate Committee Leadership on Appropriations have yet to negotiate topline spending levels for the Fiscal Year 2023 (FY23) Appropriations bills. However, Senate Appropriations Chairman Patrick Leahy (D-VT) and Ranking Member Richard Shelby (R-AL) are both retiring at the end of this Congress and have met multiple times this month to discuss a path forward for FY23 spending bills. House Appropriations Chairwoman Rosa DeLauro (D-CT) acknowledged the delays in starting the process this year, but said her committee was still planning to stick to its schedule and that the hope was topline numbers could be agreed to in June. The House Appropriations Committee has tentatively scheduled Subcommittee markups between June 13-22, at which time the full texts of each bill will be released. Subcommittee markups will be followed by Full Committee markups, likely held between June 22-30, followed by floor consideration in July.

Every Member of Congress that requested Community Project Funding (earmarks) is required to publicly post their requests to their personal website. The House Appropriations Committee has complied every FY23 request [HERE](#). If the FY23 process mimics the process used last year, most requests will be included in the text of the final bills. However, since there is a 1% of total discretionary spending limit on CPF funds, as set by the Committee, the topline spending amount for FY23 will determine the amount of funds available for each Member.

FTA Announces New Deputy Administrator

On May 11th the FTA Administrator Nuria Fernandez announced the appointment of Veronica Vanterpool as Deputy Administrator. Vanterpool was a Senior Advisor for the Administrator since 2021. Vanterpool has worked as the CIO of Delaware Transit corporation and leadership roles in New York City including the MTA. To view the press release, click [HERE](#).

Temporary DOT Buy America Waiver for Construction Materials

The USDOT is requesting comments for the Buy America requirement enforced on the Bipartisan Infrastructure Law. For a 180-day period effective May 14th, the FTA will accept comments on how to source products within the country by working and requesting comments from industry leaders, states, and local governments. USDOT emphasizes in the press release the importance in getting American made steel and iron for BIL projects. The Department encourages strong domestic sourcing with the waiver being a way to strengthen the requirement. To view the waiver click [HERE](#).

Small Business COVID Relief Act

On May 19th, the Senate failed to advance [S. 4008](#) - *Small Business COVID Relief Act*, which would have provided a total of \$48 billion in funding for the Restaurant Revitalization Fund (RRF) and other impacted industries such as transportation service providers. The bill includes \$2 billion appropriated for FY22 for transportation entities eligible under the Coronavirus Economic Relief for Transportation Services Act (CERTS). The bill, which failed to overcome a procedural hurdle in 52-43 vote (well short of the 60 votes to avoid a filibuster) was met with criticism from Senate Republicans for being only partially 'paid-for' and relying heavily on deficit spending.

USDOT Supply Chain Tracker

On May 13th, the USDOT shared the transportation supply chain indicators tracker to show different movements of shipping and port activity. It stated the amount of container ships waiting for berths at U.S. ports being down by 47% from the February peak. The USDOT and the supply chain task force are focused on rail service since weekly intermodal movements have increased in March and April with the increasing risk of delays making it difficult to move goods from ports to rail. The USDOT says it is also monitoring potential disruptions such as lockdowns in China and its effects on U.S. territory especially in automobiles and consumer electronics. To read more on the supply chain tracker click [HERE](#).

16-Year High in Traffic Fatalities

On May 17th, the National Highway Traffic Safety Administration released the estimate for traffic fatalities for 2021. 42,915 people died in motor vehicle crashes during 2021. This is a 10.5% increase in fatalities year over year from 2020. The estimation shows 2021 having the largest percent annual increase in motor vehicle crashes since 2005. For the complete press release click [HERE](#).

New “ID” Program from FRA

On May 13th, the USDOT’s Federal Railroad Administration established a new Corridor Identification and Development program that would create a pipeline of projects ready for funding with the purpose of being implemented faster. To know more about the Corridor Identification and Development program click [HERE](#).

Senators Introduce Gas Price Manipulation Bill

Senators Feinstein, Cantwell, Wyden introduced a bill to penalize price manipulation at the gas pump. The Transportation Fuel Market Transparency Act would raise penalties up to \$2 million per day, enhances FTC’s authority to target false market prices, would have constant monitoring of prices, and targets bad actors through the FTC. A one-page summary of the bill is [HERE](#).

The USICA/COMPETES Act

The House and Senate have been working through weekend to resolve differences between the Senate’s USICA and the House’s COMPETES Acts, legislation that would provide funding for domestic semiconductor manufacturing and other technologies. House and Senate negotiators have tentatively hope to finalize negotiations in mid-June, making the final version ready for final passage shortly after.

Port and Supply Chain Envoy Appointed

On May 27th, the White House and USDOT announced General Stephen R. Lyons as the appointed port and supply chain envoy to work on supply chain disruptions. General Lyons who was the former Commander of the U.S. Transportation Command, and will now be working alongside the USDOT, the White House National Economic Council (NEC), ports, rail, trucking, and other private entities affected by supply chain bottlenecks. General Lyons replaces John Porcari for his new role. For the press release click [HERE](#).

FTA Announces \$13 Million From IIJA/BIL for Transit Planning

On May 26th, the FTA announced \$13 million in competitive grant funding for a Pilot Program for Transit-Oriented Development (TOD) Planning. The FTA describes TOD as the relationship among transit, housing, and land use, and planning to reduce costs and for the reduction of impacts of climate and air quality emissions from transportation. To apply for the program the applicant must be an existing FTA recipient and requires work in the project plan to meet the needs of the local community, transit project sponsors, and land planning use authorities in partnership to conduct the work. The application deadline will close on July 25th and on June 9th there will be a webinar further explaining the funding opportunity.

To register for the webinar, click [HERE](#).

To view the complete Notice of Funding Opportunity, click [HERE](#).

Fiscal Year 2022 Clean School Bus (CSB) Rebates Program

The Environmental Protection Agency is now accepting applications for the Fiscal Year 2022 Clean School Bus (CSB) Rebates Program. For each fiscal year between 2022 and 2026, \$500 million is available to fund zero-emission (ZE) and clean school buses, and another \$500 million to fund only zero-emission school buses. This CSB Rebate Program provides a payment from the EPA to an eligible entity to subsidize the purchase of a ZE or clean school bus. Replacement buses must have a battery-electric or propane drivetrain; be an EPA certified vehicle model year 2021 or newer; be purchased, not leased or leased-to-own; and serve the school district listed on the application for at least five years from the date of delivery. Buses eligible for replacement include those that are model year 2010 or older diesel-powered school buses; have a Gross Vehicle Weight Rating of 10,001 lbs or more; be operational at the time of submission; and have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures.

Eligible Entities: State, Territory, or Local Governments that provide bus services; Public school districts; Eligible for-profit and not-for-profit contractors; and Nonprofit school transportation associations.

Total Program Funding Available: EPA anticipates offering \$500 million in CSB Rebates.

Required Cost Sharing or Match: This solicitation does not require a match.

Submission Period: May 20th - August 19th, 2022.



Marketing and Communications Update

Youth Ride Free



**UTILIZA EL
YOUTH RIDE FREE PASS
EN ESTA ÉPOCA DE FIESTAS**

AGES 6-18
YOUTH RIDE FREE
FREE RIDE PROMOTION
MAY and JUNE 2022

PASEOS GRATUITOS PARA JÓVENES DE 6 A 18 AÑOS
El nuevo pase Youth Ride Free permitirá a los jóvenes de 6 a 18 años viajar en todos los autobuses OC de ruta fija todos los días gratis durante la promoción de septiembre a 28 de febrero de 2022.

UNA FORMA SEGURA DE VIAJAR
Operado por la Autoridad de Transporte del Condado de Orange (OCTA), OC Bus es una manera segura y conveniente de moverse por el condado de Orange. Esta es una buena opción para estudiantes para viajar a la escuela, actividades después de la escuela, empleos y más.

SE REQUIERE APROBACIÓN DE LOS PADRES
El pase Youth Ride Free estará disponible a petición de los padres a partir de Septiembre. OCTA se está asociando con las escuelas K-12 del Condado de Orange para distribuir formularios y pases.

CÓMO OBTENER UN PASE GRATIS PARA JÓVENES
¡Comuníquese con la escuela de su hijo o visite octa.net/YouthRideFree para obtener más información!

OCTA **OCBUS**



**Ride
OCTA
during
Winter
Break**

AGES 6-18
YOUTH RIDE FREE
FREE RIDE PROMOTION
MAY and JUNE 2022

OCTA **OCBUS**




**PROPOSED 2022
YOUTH RIDE FREE
PASS PROGRAM**

YOUTH RIDE FREE
MAY and JUNE 2022 AGES 6-18

OCTA is proposing a Youth Ride Free Pass Program for 2022. Please provide feedback using the online comment form, by phone, via mail, or at our virtual public meeting or public hearing.

- Fill out online comment form by 2/14**
OCbus.com/2022YRF
- Participate in a virtual meeting**
By computer: OCbus.com/2022YRF
By phone: (669) 900-6833
January 31, 2022 at 6 p.m.
Meeting ID: 843 5658 2730
- Provide comments via phone by 2/14**
(714) 636-RIDE
- Mail in comment by 2/14**
MKTG RM 722
Orange County Transportation Authority
PO BOX 14184
Orange, CA 92863-9831
- Comment as part of the Proposed Youth Ride Free Pass public hearing**
Comments must be provided in writing by 5 p.m. on 2/13 by emailing to boardofdirectors@octa.net


OCbus.com/2022YRF

OCTA **OCBUS**



YOUTH RIDE FREE
MAY and JUNE 2022 AGES 6-18

**ĐỀ XUẤT CHƯƠNG TRÌNH VÉ
YOUTH RIDE FREE NĂM 2022**



YOUTH RIDE FREE
MAY and JUNE 2022 AGES 6-18

Safety continues to be our highest priority as we welcome you with more savings and more service. Learn more about our safety measures.

Youth Ride Free Pass

The Youth Ride Free program, which allows youth ages 6 to 18 to ride OC Bus for free to school, sports, work, and other activities, started in September 2021 and was extended by the OCTA Board of Directors on February 14, 2022.

Starting in March 2022, OCTA provided extended blue passes through schools, an online request form, or walk-ins to the OCTA Store. Updated parent request forms will need to be submitted in order to receive the pass. The pass issued in March will be good through September 2022, after which time a new pass will be provided.

This free pass for youth ages 6 to 18 will allow them to get to all their important destinations on our safe, clean reliable buses.

Partnering for Success

February Service Change

OCBUS.COM

MÁS RUTAS POPULARES
196 VIAJES

2 RUTAS
CON MEJORES FRECUENCIAS

20 RUTAS
CON HORARIOS EXTENDIDOS

2 RUTAS
REESTABLECIDAS

INICIA EL 13 DE FEBRERO CAMBIA EL SERVICIO EN FEBRERO

Las mejoras en el servicio de OC Bus incluirán viajes adicionales, mejores frecuencias y horarios extendidos, además del regreso de las rutas Bravo 529 y iShuttle 402C.



OCBUS.COM

HỖ SÚNG TRÊN NHỮNG TUYẾN XE PHỔ BIẾN
196 CHUYẾN


2 TUYẾN
VỚI TẦN SUẤT ĐƯỢC CẢI THIỆN

20 TUYẾN
VỚI SƠ GIỜ HOẠT ĐỘNG MỞ RỘNG

2 TUYẾN
QUAY LẠI HOẠT ĐỘNG

BẮT ĐẦU TỪ NGÀY 13 THÁNG 2 CÁC THAY ĐỔI VỀ DỊCH VỤ TRONG THÁNG 2

Các cải thiện về dịch vụ OC Bus sẽ bao gồm việc bổ sung các chuyến xe, cải thiện tần suất và mở rộng giờ hoạt động cùng với sự trở lại của tuyến Bravo 529 và iShuttle 402C.



OCbus.com/February2022


FEBRUARY SERVICE CHANGES

ADDED ON POPULAR ROUTES
196 TRIPS

2 ROUTES
WITH IMPROVED FREQUENCY

20 ROUTES
WITH EXPANDED HOURS

2 ROUTES
REINSTATED



FEBRUARY SERVICE CHANGES

196 Added Trips on Popular Routes

2 Routes With Improved Frequency

20 Routes With Expanded Hours

2 Routes Reinstated

View and download the entire bus book, or individual routes and schedules, or create a personalized Bus Book with the bus and train routes you use the most. Last updated: February 13th 2022

[CLICK HERE](#) to view February 13th Service Change Highlights

[Download Full Bus Book](#)

- ✓ All routes and schedules
- ✓ All fare information
- ✓ All connecting transit information

[DOWNLOAD FULL BUS BOOK](#)

[Create Your Own Bus Book](#)

- ✓ Choose from individual routes and schedules
- ✓ Personalize and download your own Bus Book
- ✓ Includes fares, connecting transit info, riding tips

[CHOOSE YOUR ROUTES](#)

[Español](#)

MEJORAS EN EL SERVICIO PARA FEBRERO

Las mejoras en el servicio a partir del 13 de febrero proporcionarán varios ajustes en los horarios, se realizarán mejoras y se agregarán servicios en varias rutas.

196 viajes más en rutas populares
1, 25, 26, 30, 33, 38, 46, 53, 54, 57, 64, 66, 72, 79, 143, 153, 167, 178, 480, 529

2 rutas con mejores frecuencias
25, 26, 29, 30, 33, 38, 46, 53, 54, 57, 64, 66, 72, 79, 143, 178

20 rutas con horarios extendidos
1, 25, 26, 30, 33, 38, 79, 129, 143, 153, 167, 178

Ruta 30:
Entre semana: horarios extendidos en dirección este, de 5:43 a. m. a 8:47 p. m., y en dirección oeste, de 5:40 a. m. a 8:44 p. m.; frecuencia mejorada a cada 45 minutos; se agregó 1 viaje en dirección este y 1 viaje en dirección oeste.

Ruta 33:
Entre semana: horarios extendidos en dirección norte, de 5:38 a. m. a 8:32 p. m., y en dirección sur, de 4:56 a. m. a 7:23 p. m.; frecuencia mejorada a cada 40 minutos; se agregaron 10 viajes en dirección norte y 10 viajes en dirección sur.

Ruta 38:

Ruta 55:
Entre semana: se agregó 1 viaje en dirección norte a las 3:14 p. m. y 1 viaje en dirección sur a las 7:10 a. m. para Newport Harbor High School.

Ruta 57:
Entre semana: se mejoró la frecuencia a cada 16 o 32 minutos durante el pico de la mañana; se agregaron 4 viajes en dirección norte y 2 viajes en dirección sur.

Ruta 64:
Entre semana: se mejoró la frecuencia a cada 14 minutos durante el pico de la mañana; se agregaron 2 viajes en dirección este y 1 viaje en dirección oeste.

Ruta 143:
Entre semana: horarios extendidos en dirección norte, de 6:00 a. m. a 9:31 p. m., y en dirección oeste, de 5:09 a. m. a 10:01 p. m.; frecuencia mejorada a cada 50 minutos todo el día; se agregaron 5 viajes en dirección este y 5 viajes en dirección oeste.

Ruta 153:
Entre semana: horarios extendidos en dirección norte, de 6:00 a. m. a 9:00 p. m.; se agregó 1 viaje en dirección norte y 1 viaje en dirección sur.

Ruta 167:

Value Pass

Ahorre un 40% con el nuevo Value Pass

Ahorre en gasolina. Consiga el Value Pass.



VALUE PASS 2022
Your ticket to savings.
30-DAY \$40

VALUE PASS 2022
Your ticket to savings.
1-DAY \$15
en un paquete de \$

OCTA | OCbus |  

OCbus.com/Value

Tiết kiệm 40% với thẻ mới Value Pass

TIẾT KIỆM LỚN!
Với Thẻ giá trị, bạn có thể đi chuyển nhiều hơn mà tốn tiền ít hơn. Và với chi phí xăng dầu cao, việc đi lại bằng OC Bus có ý nghĩa kinh tế hơn bao giờ hết. Chỉ tiêu ít hạn cho các chuyến đi trên khắp OC với Thẻ Giá trị đến ngày 15 tháng 7 năm 2022.



VALUE PASS 2022
Your ticket to savings.
1-DAY \$15

VALUE PASS 2022
Your ticket to savings.
30-DAY \$40

BA CÁCH MUA VÉ

Ứng Dụng Di Động Trực Tiếp Qua Mạng

Vé Value Pass chỉ có hiệu lực sử dụng từ ngày 13 tháng 3 đến ngày 15 tháng 7 năm 2022. Hãy bắt đầu sử dụng vé của quý vị trước ngày 15 tháng 7 năm 2022. Vé dùng 1 ngày sẽ không được chấp nhận khi lên xe sau ngày này. Phải bắt đầu sử dụng vé 30 ngày kể từ ngày này nếu không vé 30 ngày sẽ hết hạn. Sau khi kích hoạt, vé của quý vị sẽ có hiệu lực trong 30 ngày liên tục.

Vé Value Pass của OC Bus là một mục tiêu trong khuôn khổ California Climate Investment (Đầu Tư Khí Hậu California), một sáng kiến quy mô toàn tiểu bang, trong đó hàng tỷ đô la Mua Bón Phút Thái được đầu tư nhằm làm giảm phát thải khí nhà kính, tăng cường nền kinh tế, cũng như cải thiện y tế công cộng và môi trường -- đặc biệt trong các cộng đồng thiếu số.

OCbus.com/Value OCTA | OCbus |   **YOUR SAFETY IS OUR PRIORITY**

Save 40% with the New Value Pass

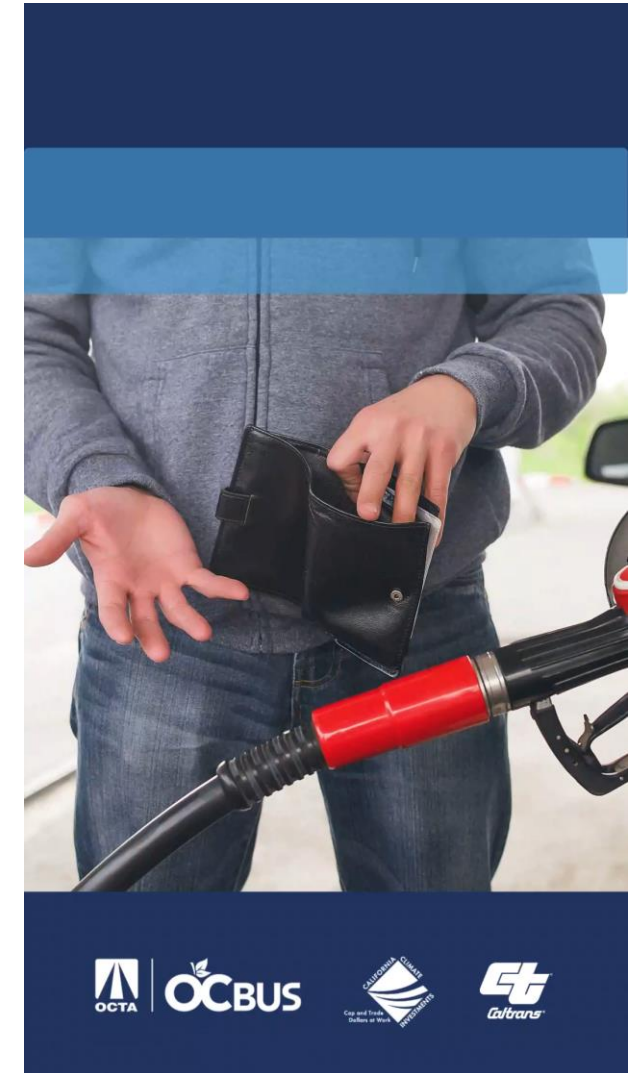
Save on Gas! Get the Value Pass.
OCbus.com/Value





VALUE PASS 2022
Your ticket to savings.
30-DAY \$40

VALUE PASS 2022
Your ticket to savings.
1-DAY \$15
for a \$-Pack

OCTA | OCbus |  



OCTA | OCbus |  

College Pass Program: Coastline College

**NEW
BEGINNING
SPRING 2022**

**COASTLINE STUDENTS
RIDE FOR
FREE!**



COASTLINE COLLEGE



COASTLINE DOLPHINS
RIDE FOR FREE!
OCBUS.COM/COASTLINE

DOWNLOAD THE  APP TO START RIDING!
OCbus.com/Coastline

**RIDE OC BUS TO
SCHOOL, WORK,
SHOPPING AND
THE BEACH
FOR FREE.**

With unlimited rides on all OC Bus local fixed routes*, it is easy and convenient to get to COASTLINE COLLEGE.

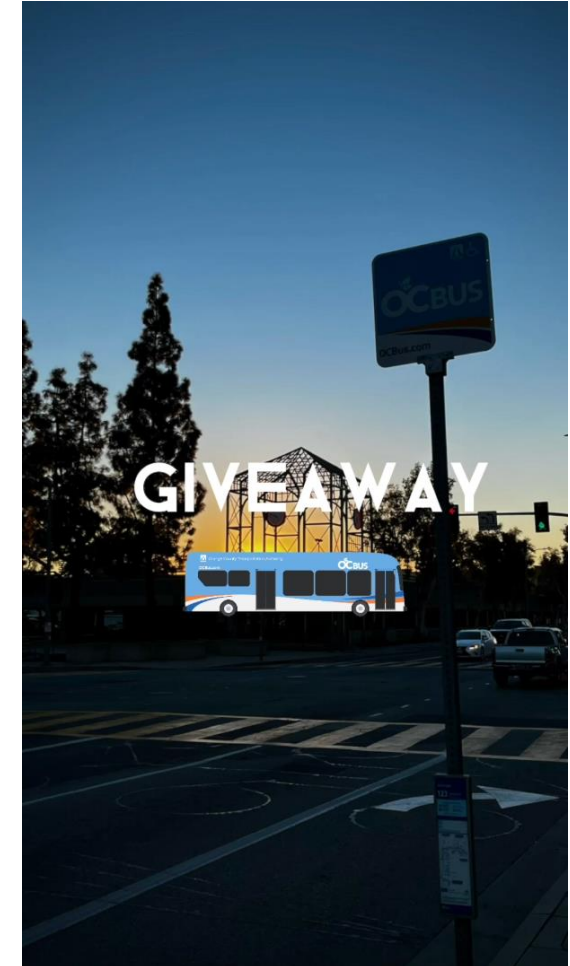



Relax in our air-conditioned buses and avoid paying parking costs. You can ride safely and with peace of mind knowing that you are contributing to a healthier and greener environment.

*Additional fare applies for OC Express & Express Routes



**COASTLINE STUDENTS
RIDE FOR
FREE!**

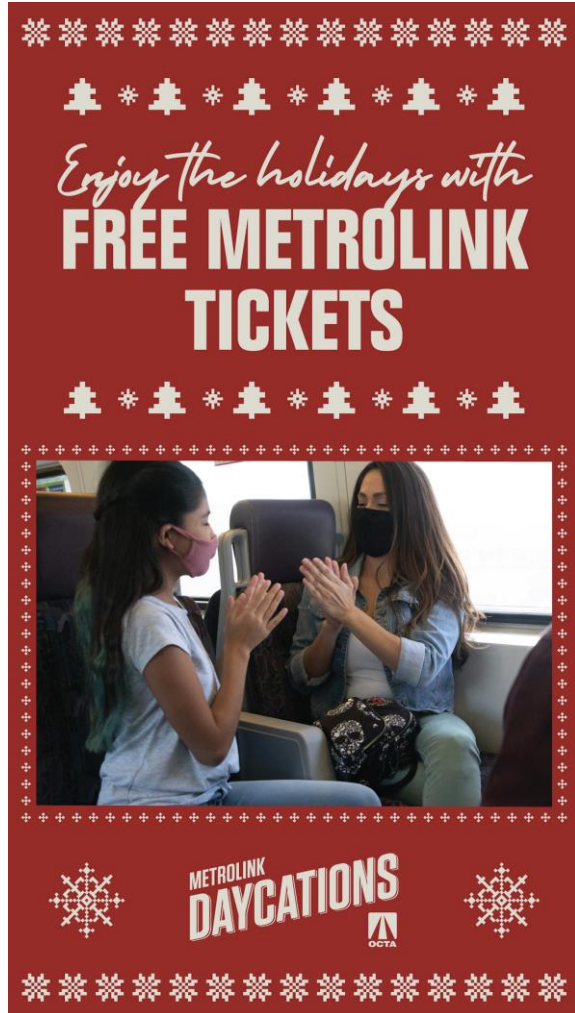
COLLEGE ON YOUR TERMS!



Transit Driver Appreciation Day



OC Metrolink Marketing



Bike Month



Week 1 (May 1-7) – Bike to SAFETY Week

Safety first! Start out the month by taking a ride this week focused on best practices for safe cycling. [Click here](#) for more tips and always remember to wear a helmet and make sure to prioritize your bike maintenance.

Week 2 (May 8-14) – Bike to FUN Week

Leave your car behind and save money on gas by biking to your next fun outing. That short trip to grab a bite, fuel up with a coffee, get some new clothes or see a movie is easy on a bike and removes cars from the road. Plus, you can pair a trip with OC Bus and Metrolink.





Week 3 (May 15-21) – Bike to WORK Week

Upgrade your commute by biking fully or partially to work! It's a great way to prepare for the workday and decompress after a long one. All OCTA buses are equipped with bicycles racks that can carry three bicycles at a time so no distance is too long! Plus, you can pair a trip with OC Bus and Metrolink.

Week 4 (May 22-28) – Bike to FITNESS Week

Biking is fantastic exercise and Orange County boasts plenty of great trails for all skill levels. [Click here](#) to see bikeways from Class I to Class IV or ride around your local neighborhood or park!



Pledge to ride your bike in May for a chance to WIN!

OCTA.net/BikeMonth



GRAND PRIZE:
Bike with a \$689.99 retail value



OC BIKE MONTH 2022

Thanks to our sponsors: 



GRAND PRIZE:
Trek Dual Sport 1 - 2022 Bike
(\$689.99 retail value)

RUNNER-UP PRIZE:
Bontrager Ion Pro RT Front Bike Light
(\$139.99 retail value)



Pledge to ride your bike in May for a chance to win one of two great prizes!

Participate in each of our four weekly challenges and join our Strava club to receive the maximum of five entries. All pledges also receive a coupon from Jax Bicycles!

Week 1 (May 1-7) – Bike to SAFETY Week
Safety first! Start out the month by taking a ride focusing on safe practices.

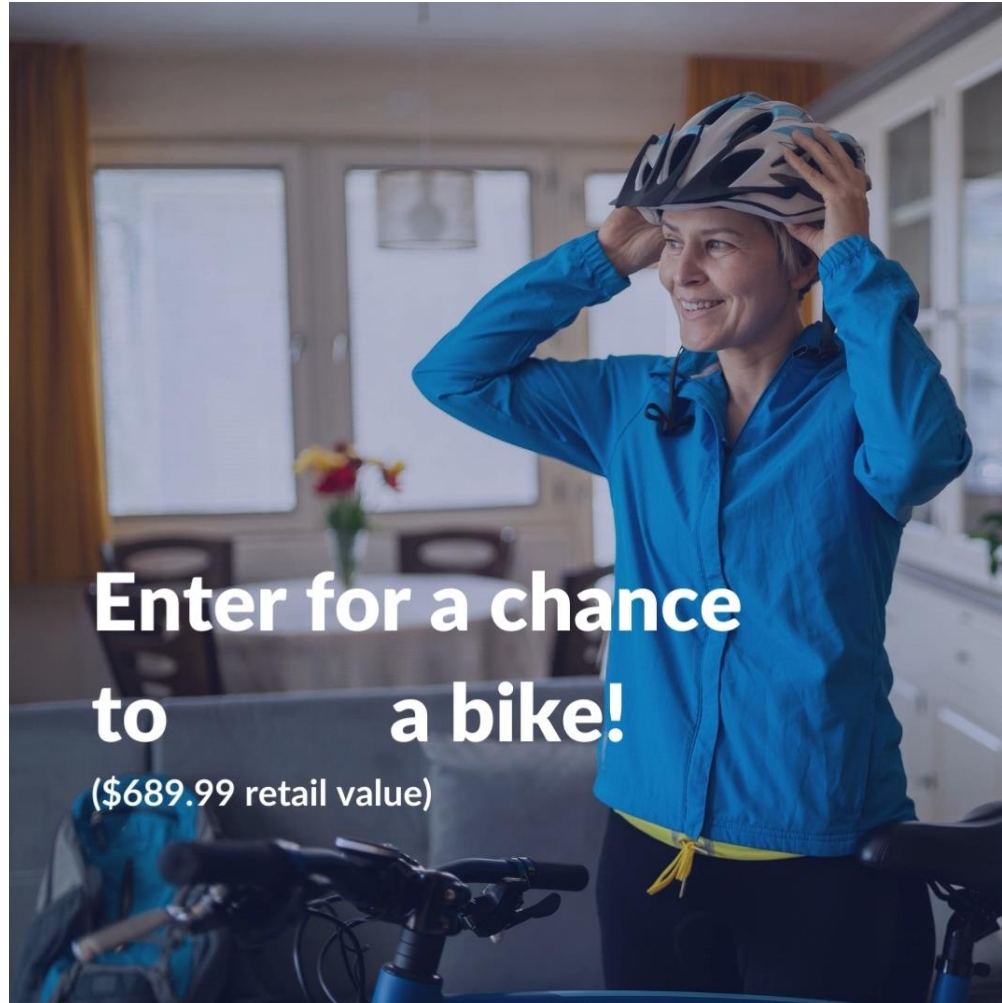
Week 2 (May 8-14) – Bike to FUN Week
Bike to your favorite place to eat, drink, shop or see a movie!

Week 3 (May 15-21) – Bike to WORK Week
Upgrade your commute by biking fully or partially to work!

Week 4 (May 22-28) – Bike to FITNESS Week
Biking is fantastic exercise and OC has plenty of great trails for all!

Pledge now to enter to win!


»»»» OCTA.net/BikeMonth ««««



Enter for a chance to a bike!

(\$689.99 retail value)


Telework Assistance Program




Telework for Employers

Teleworking, sometimes known as telecommuting, is the practice of working from home instead of traveling to a centralized workplace, office, or other facility.


This practice completely eliminates commuting on days when it occurs. Some employers offer teleworking full time, while others do so on a part-time basis. OCTA is committed to removing cars from the road and teleworking helps achieve the organizational goal of reducing vehicle miles traveled.



**OCTA**


Published by Sprinklr Prod2 · March 3 ·


During Telecommuter Appreciation Week and throughout the year, OCTA supports telecommuters and their employers with free resources and telework plans customized for individual businesses. 🧑💻





OCTA.NET
Telework Resources
Learn about the benefits for employers, employees and the environment.


Benefits



Improve South Coast AQMD Compliance


Decrease Company's Carbon Footprint


Improve Employee Morale and Productivity


Save Money


Decrease Employee Attrition



Improve South Coast AQMD Compliance – Companies with 250+ employees regulated by Rule 2202 can add teleworking as a strategy to enhance their rideshare plan by improving their AVR score.

Decrease Company's Carbon Footprint – Telework reduces all emissions associated with employee commutes.

Improve Employee Morale and Productivity – Eliminating commutes reduces stress, often resulting in happier, better-rested employees with higher productivity and employee morale.

Save Money – An employer can save an average of \$11,000 per year per half-time teleworker according to a [report](#) provided to Congress by the U.S. Office of Management and Budget.

Decrease Employee Attrition – Companies can sometimes retain workers with difficult commutes by eliminating the commute altogether.

91 Express Lanes

