



## **ORANGE COUNTY TRANSPORTATION AUTHORITY 2018 END OF YEAR LEGISLATIVE REPORT**

### **LEGISLATION ENACTED**

#### **I. Active Transportation**

##### **AB 1755 (Steinorth, R-Rancho Cucamonga) Bicycle Operation (Chapter 139, Statutes of 2018)**

AB 1775 provides that a person operating a bicycle on a Class I bikeway is subject to the same responsibilities and penalties that apply to a driver of a vehicle in the event of an accident that causes injury or death, except those provisions which by their very nature can have no application.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

##### **AB 2363 (Friedman, D-Glendale) Zero Traffic Fatalities Task Force (Chapter 650, Statutes of 2018)**

AB 2363 requires the Secretary of the California State Transportation Agency (CalSTA), to establish and convene the Zero Traffic Fatalities Task Force on or before July 1, 2019. Requires the task force to include, but not limited to, representatives from the California Highway Patrol (CHP), University of California and other academic institutions, the California Department of Transportation (Caltrans), local governments, bicycle safety organizations, transportation advocacy organizations, and labor organizations. Requires the Secretary to prepare and submit a report of findings based on the task force's effort to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2020. Specifies that the report should evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on how to increase vehicular, pedestrian, and bicycle safety.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. The Orange County Transportation Authority (OCTA) must be aware of the impact that the Zero Traffic Fatalities Task Force's recommendations may have on OCTA's planning and traffic management efforts and be engaged in these efforts.*

##### **AB 2615 (Carrillo, D-Los Angeles) State Highway System: Parks and Recreation: Accessibility for Bicycles and Pedestrians (Chapter 496, Statutes of 2018)**

AB 2615 requires Caltrans, to the extent possible, and where feasible and cost effective, to partner with appropriate public agencies, including, but not limited to, any federal, regional or local public entity, to develop strategies and plans to improve access for

bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system.

OCTA Position – *Monitor*

Impact on OCTA: *AB 2615 will allow OCTA to build upon its active transportation projects and programs, which provide both connectivity and environmental benefits. In addition, OCTA will have to ensure Caltrans collaborates with OCTA to improve accessibility for bicyclists and pedestrians within Orange County.*

**AB 2989 (Flora, R-Ripon) Motorized Scooter: Use of Helmet: Maximum Speed (Chapter 552, Statutes of 2018)**

AB 2989 authorizes localities to permit the operation of motorized scooters on a highway with a speed limit of up to 35 miles per hour and would additionally allow for operation of a motorized scooter on a highway with a higher speed limit if the scooter is operated on a bikeway. AB 2989 specifies that the existing maximum speed limit for motorized scooters of 15 miles per hour applies regardless of a higher posted speed limit. AB 2989 also requires operators of motorized scooters under the age of 18 to wear a helmet.

OCTA Position – *Monitor*

Impact on OCTA: *AB 2989 authorizes localities in Orange County to permit the operation of motorized scooters in the specified circumstances and also mandates that users under 18 years old wear a helmet.*

**AB 3077 (Caballero, D-Salinas): Vehicles: Bicycle Helmets (Chapter 502, Statutes of 2018)**

AB 3077 allows a minor, under the age of 18, to correct a violation on their record for not wearing a properly fitted and fastened helmet, without having to pay a fine. They may do so, if within 120 days of the issuance of a violation, a parent or legal guardian provides proof that shows the minor possesses a helmet that meets all requirements, and shows the minor attends a bicycle or related safety course as prescribed by the authorities.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. The intent of AB 3077 is to increase the use of bicycle helmets and safety measures when bicycling, which may encourage minors to engage in active transportation.*

## **II. Audits, Records, Reports and Litigation**

**AB 2822 (Obernalte, R-Hesperia): California State Auditor: High Risk Local Agency Audit (Chapter 498, Statutes of 2018)**

AB 2822 authorizes the State Auditor to use publicly available information to determine which local government agencies are high-risk for the potential of waste, fraud, abuse, or

mismanagement, or major challenges associated with its economy, efficiency, or effectiveness. Requires the Auditor to report this information to the Joint Legislative Audit Committee in a public hearing annually. The State Auditor may also consult with the Controller, Attorney General, or other state agencies that have oversight responsibilities over a local agency to make these determinations. Any local agencies identified may be subject to the state auditor's high-risk local government agency audit program.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1244 (Wieckowski, D- Fremont): Public Records: Disclosure  
(Chapter 463, Statutes of 2018)**

SB 1244 would replace the term “plaintiff” with the term “requester” under the California Public Records Act (PRA), to clarify that the court shall award court costs and reasonable attorney's fees to the requester should the requester prevail in litigation. Requires the requester to pay the public agency's court costs and attorney's fees if the case proves frivolous.

OCTA Position – Monitor

Impact on OCTA: *This bill would make OCTA liable for court costs and attorney's fees if OCTA unsuccessfully litigates a PRA request. Alternatively, it also makes the requester of the records liable for OCTA's costs and fees if they cannot prevail in litigation.*

**SB 1293 (Lara, D-Long Beach): State Auditor: High Risk Local Government Agency Audits  
(Chapter 515, Statutes of 2018)**

SB 1293 relates to the State Auditor's high-risk local government agency audit program. This bill, separate from AB 2822, authorizes the State Auditor to conduct initial assessments at local agencies prior to an audit and requires notification be sent to the Joint Legislative Audit Committee before any such assessment takes place. It also requires the State Auditor to issue reports once every three years on the status of local agencies determined to be high-risk.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1502 (Senate Environmental Quality Committee): Nonvehicular Air Pollution  
(Chapter 59, Statutes of 2018)**

SB 1502 authorizes local air districts to send electronically instead of by mail any required public notice. Requires the districts to send a public notice by mail to any person who has requested it to be sent by mail. Requires the governing board of the district to update procedures for a person to request public notices by mail and to update an electronic mail address for electronic notices.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. The South Coast Air Quality Management District (SCAQMD) would be subject to these provisions.*

### **III. Employment Terms and Conditions**

#### **AB 1912 (Rodriguez, D-Pomona) Public Employees' Retirement: Joint Powers Agreements: Liability (Chapter 909, Statutes of 2018)**

AB 1912 requires that a Joint Powers Authority (JPA) apportion the retirement liabilities of the employees covered by the JPA agreement by mutual agreement prior to filing a notice of termination. Absent an apportionment agreement between the JPA member agencies, the retirement plan administrator has discretion to apportion liability upon the dissolution of the JPA, with any challenges to the apportionment subject to arbitration. AB 1912 will hold current and former JPA member agencies liable for the retirement obligations of the JPA even if the member agencies did not intend to apportion responsibility for the retirement obligations when the JPA was originally formed. Under AB 1912, JPAs with inadequately funded retirement liabilities would subject more member agencies to financial liability and, in addition, the bill also authorizes a lien against the assets of a member agency in order to pay the JPA's retirement benefits.

OCTA Position – Oppose

Impact on OCTA: *AB 1912 does not allow a JPA to dissolve without a plan to apportion outstanding pension liabilities. As such, OCTA will now bear some portion of the retirement liability for those JPAs to which it is a member even if OCTA and the other member agencies did not intend to hold member agencies liable for these financial responsibilities. OCTA must also report this additional liability through multiple financial reporting disclosures required by law.*

*Of note, staff for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency are employees of OCTA and not the JPA. As such, the provisions of the AB 1912 are not expected to affect OCTA's retirement liabilities for these employees.*

#### **AB 1976 (Limon, D-Santa Barbara): Employment: Lactation Accommodation (Chapter 940, Statutes of 2018)**

AB 1976 would require employers to make reasonable efforts to provide employees with space for lactation that is not a bathroom or bathroom stall. Employers that can demonstrate to the California Department of Industrial Relations that the bill imposes an undue hardship would be exempt, however, such employers must ensure the room utilized for expressing milk is not a bathroom or bathroom stall.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes, OCTA is already in compliance with AB 1976*

**AB 2034 (Kalra, D-San Jose): Human Trafficking: Notice  
(Chapter 812, Statutes of 2018)**

AB 2034 requires, on or before January 1, 2021, public agencies and other businesses that operate intercity rail and bus stations to train their new and existing employees, who may come in contact with victims or a report about victims from another employee, in human trafficking awareness and response. The bill requires an agency to provide at least 20 minutes of training that includes, but is not limited to: definition of human trafficking, including sex and labor trafficking; myths and misconceptions about such; physical and mental signs to be aware of that may indicate such; guidance on how to report, including, but not limited to, national hotlines for confidential reporting. The training may include information and material used by the Santa Clara County Valley Transit Authority (VTA), private nonprofit organizations that represent the interests of human trafficking victims, and the California Department of Justice.

OCTA Position – Monitor

Impact on OCTA: *OCTA's human trafficking awareness training will need to be reviewed and, if needed, amended to comply with the provisions set forth in AB 2034.*

**AB 2282 (Eggman, D-Stockton) Salary History Information  
(Chapter 127, Statutes of 2018)**

AB 2282 allows an employer to ask an applicant about his or her salary expectation for the position being applied for. Prohibits prior salary from justifying a disparity in pay based on gender, race, or ethnicity. Excludes from this prohibition a compensation decision based on a current employee's existing salary, so long as any wage differential resulting from that compensation decision is justified by one or more factors, such as a seniority system, a merit system, a system that measures earning by quantity or quality of production, or education, training, or experience.

OCTA Position – *Monitor*

Impact on OCTA: *OCTA's salary determination practices are to be consistent with the provisions set forth in AB 2282.*

**AB 2548 (Friedman, D-Glendale) Commute Benefit Policies: Los Angeles County  
Metropolitan Transportation Authority  
(Chapter 173, Statutes of 2018)**

AB 2548 authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to institute a commuter benefit ordinance in its service area that requires employers with over 50 employees to offer a commute benefit. The legislation prohibits the ordinance from contradicting the SCAQMD rules and regulations incentivizing employers, through its current voluntary program, to offer commuter benefits to their employees.

OCTA Position – Monitor

Impact on OCTA: *SCAQMD currently has regulations that create an incentive program for employers with more than 250 employees, which OCTA helps to facilitate in Orange County. This legislation could be a model for future attempts to transition to a more stringent commuter benefit program.*

**AB 2587 (Levine, D-San Rafael) Disability Compensation: Paid Family Leave (Chapter 80, Statutes of 2018)**

AB 2587 eliminates from statute the requirement that an employee requesting paid family leave apply unused vacation time toward the seven-day waiting period that was repealed by AB 908 (Chapter 5, Statutes of 2016). AB 2587 is meant to make the statutory provisions concerning paid family leave consistent with the previous legislation that removed the seven-day waiting period.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA's policies may need to be adjusted accordingly.*

**AB 2770 (Irwin, D-Thousand Oaks): Privileged Communications: By Former Employer (Chapter 82, Statutes of 2018)**

AB 2770 makes any employee who reports sexual harassment to their employer, not liable for the damage in reputation to the accused harasser, so long as the accusation is made without malice. It also makes any communications about sexual harassment, by the victim or witnesses to their employer, not liable for the damage in reputation to the accused. Finally, it makes former employers not liable for the damage in reputation to the accused, if, in response to inquiries from prospective employers, the former employer indicates it is not willing to rehire the accused.

OCTA Position – Monitor

Impact on OCTA: *This statute limits liability in allowing people to report sexual harassment in the workplace, potentially making it easier for a person to come forward with such complaints.*

**SB 866 (Senate Budget & Fiscal Review Committee) Employment (Chapter 53, Statutes of 2018)**

SB 866 instituted a legal structure and certain protections for the deduction of union dues following the United States Supreme Court ruling in *Janus v. AFSCME*, which limited the ability of unions to collect union dues from non-union members. Among its many provisions, SB 866 gives employee organizations access to public employers' new employee orientation and institutes a new policy regarding the dissemination of information to public employee organizations. Specifically, the bill gives employee

organizations the right to send information about union participation when it disagrees with the content of the public employer's information. In addition, SB 866 explicitly allows public employers to rely on union authorizations regarding union dues rather than independently obtaining authorization from each union employee.

#### OCTA Position – Monitor

*Impact on OCTA: OCTA must comply with the new requirements, including giving employee organizations access to new employee orientation and tailoring communications with employee organizations to comply with the provisions of AB 866. The bill allows OCTA to rely on the authorizations of employee organizations regarding paycheck deductions, although staff continues to monitor the efforts of the California Transit Association (CTA) and other agencies to determine how this language may affect existing deduction authorizations, if it does at all.*

#### **SB 880 (Pan, D-Sacramento) Workers' Compensation (Chapter 730, Statutes of 2018)**

SB 880 permits employers to commence a program until January 1, 2023, where disability indemnity benefits may be deposited on a prepaid card account, if the injured employee has provided written consent to receive disability benefits on a prepaid card. Allows either the employer or the injured employee to opt to change the method of payment by providing 30 days written notice to the other party. Requires the Commission on Health and Safety and Workers' Compensation to issue a report to the Legislature on payments made to prepaid card accounts on or before December 1, 2022.

#### OCTA Position – Monitor

*Impact on OCTA: For informational purposes, SB 880 allows OCTA to implement a program where disability indemnity benefits may be deposited on a prepaid card account.*

#### **SB 1085 (Skinner, D-Berkeley) Public Employees: Leave of Absence: Exclusive Bargaining Representative Service (Chapter 893, Statutes of 2018)**

SB 1085 requires a public employer to grant to public employees, upon request of the exclusive representative of that employee, reasonable leaves of absence without loss of compensation or other benefits for enabling employees to serve as stewards of the exclusive representative or any employee state or national employee organization with which the exclusive representative is affiliated. Requires the procedures for requesting and granting leave to be agreed on mutually between the employer and exclusive representative and provides that the representative shall reimburse the employer for all compensation paid to the employee on leave unless otherwise stated in a collective bargaining agreement. Provides that an employee shall have a right of reinstatement to the same position prior to the leave. Allows a public employer to be shielded from liability if an employee suffers an injury during the employee's leave. In addition, provides that the bill shall not invalidate any provision of a memorandum of understanding or collective bargaining agreement.

OCTA Position – *Monitor*

Impact on OCTA: *OCTA, as a public employer, will be required to comply with the provisions of SB 1085.*

**SB 1123 (Jackson, D-Santa Barbara) Disability Compensation: Paid Family Leave (Chapter 849, Statutes of 2018)**

SB 1123 expands the scope of the family disability insurance program, within the state disability insurance program, to include time off to attend a qualifying exigency related to the covered active duty status of the individual's spouse, domestic partner, child, or parent in the armed forces of the United States. Requires the employee to provide a copy of the active duty orders or other documentation issued by the military that indicates that the employee's spouse, domestic partner, child, or parent is under active duty status.

OCTA Position – *Monitor*

Impact on OCTA: *OCTA already has a leave of absence policy in effect, which will need to be reviewed, and amended to comply with the new provisions set forth in SB 1123.*

**SB 1270 (Vidak, R-Hanford) County Employees Retirement: Systems Personnel (Chapter 114, Statutes of 2018)**

SB 1270 allows counties to adopt the same retirement structure authorized by the County Employees Retirement Law of 1937 once the county's board of supervisors adopts a resolution, by a majority vote, to adopt the provisions of the 1937 law.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. The Orange County Employees Retirement System (OCERS) is one of the 20 counties already governed by the County Employees Retirement Law of 1937. SB 1270 expands the applicability of this law to those counties that affirmatively chose to adopt it.*

**SB 1300 (Jackson, D-Santa Barbara) Unlawful Employment Practices: Discrimination and Harassment (Chapter 955, Statutes of 2018)**

SB 1300 provides that an employer may provide bystander intervention training that includes information and practical guidance on how to enable bystanders to recognize potentially problematic behaviors and to motivate bystanders to take action when they observe such behaviors. Prohibits requiring an employee to sign a nondisparagement agreement or other document that purports to deny the employee the right to disclose information about unlawful acts in the workplace. Prohibits requiring an employee to sign a release of a claim or right in exchange for a raise or bonus, or as condition of employment or continued unemployment, unless the release is a voluntary negotiated settlement. Limits attorney and expert witness fees for a prevailing defendant to cases where the court finds the action was frivolous, unreasonable, or totally without foundation.



OCTA Position – *Monitor*

Impact on OCTA: *OCTA must ensure consistency with the provisions outlined in SB 1300, in employment practices.*

**SB 1343 (Mitchell, D-Los Angeles) Employers: Sexual Harassment Training: Requirements (Chapter 956, Statutes of 2018)**

SB 1343 reduces the sexual harassment training requirement threshold from employers with 50 or more employees to employers with five or more employees. Requires employers to provide at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees. This is in addition to the two hours of classroom or other effective interactive training and education to all supervisory employees that is required under current law. Requires that all employers must provide this training by January 1, 2020, but it does not need to be provided again if the training was provided to an employee after January 1, 2019. Allows an employer to develop a training module instead of the online training course developed by the California Department of Fair Employment and Housing, that this bill establishes.

OCTA Position – *Monitor*

Impact on OCTA: *All OCTA employees are currently responsible for adhering to the OCTA workplace harassment and discrimination prevention policy. Supervisors and managers are responsible for participating in harassment and discrimination prevention training and taking appropriate action to enforce the policy. OCTA's workplace harassment policy will need to be reviewed, and if needed, amended to comply with the provisions set forth in SB 1343.*

**SB 1412 (Bradford, D- Compton): Applicants for Employment: Criminal History (Chapter 987, Statutes of 2018)**

SB 1412 clarifies that an employer is not prohibited from seeking information about a particular conviction of the applicant if the employer is required to obtain information regarding the conviction under law, regardless of whether or not it has been expunged, sealed, or eradicated. The employer may also seek such information if the position requires the use of a firearm; if an individual with that particular conviction is prohibited by law from holding that position; or if an employer is forbidden by law from hiring an individual with that particular conviction, regardless of whether or not it has been expunged, sealed, or eradicated.

OCTA Position – *Monitor*

Impact on OCTA: *OCTA's current practices will need to be reviewed and amended to comply with the provisions set forth in SB 1412.*

**SB 1413 (Nielsen, R-Gerber) Public Employees' Retirement: Pension Prefunding (Chapter 665, Statutes of 2018)**

SB 1413 establishes the California Employers' Pension Prefunding Trust Fund to allow state and local public agency employers that provide a defined benefit pension plan through the California Public Employees' Retirement System (CalPERS) to prefund their required pension contributions. The bill authorizes eligible employers to elect to participate in the fund while also providing protections for investment portfolios. In addition, the bill specifies the fund's governing structure, including the conditions for entering into and making transfers from the fund.

OCTA Position – Monitor

Impact on OCTA: *In creating the California Employer's Pension Prefunding Trust Fund, SB 1413 provides a way to mitigate the potential cost of CalPERS retirement liabilities. If successful, a similar approach could be used by those counties already governed by the County Employees Retirement Law of 1937, which includes OCERS.*

## **IV. Environment**

**AB 2127 (Ting, D-San Francisco) Electric Vehicle Charging Infrastructure: Assessment (Chapter 365, Statutes of 2018)**

AB 2127 requires the California Energy Commission (CEC) to work with the California Air Resources Board (ARB) and the California Public Utilities Commission (CPUC) to prepare a statewide assessment of the amount of electric vehicle charging infrastructure needed to support statewide goals of putting at least five million zero-emission vehicles (ZEVs) on the road by 2030, and of reducing greenhouse gas (GHG) emissions to 40 percent below 1990 levels by 2030. Requires the assessment to consider all necessary charging infrastructure, as well as the existing and future infrastructure needs throughout California, including in low-income communities. Requires the CEC to seek data and input from stakeholders, such as the CPUC, ARB, electrical corporations, local publicly owned electric utilities, state and local transportation and transit agencies, charging infrastructure companies, environmental groups, and automobile manufacturers. Also requires the CEC to update the assessment at least once every two years.

OCTA Position – *Monitor*

Impact on OCTA: *AB 2127 will allow local transportation and transit agencies, such as OCTA, to provide input in CEC processes.*

**AB 2145 (Reyes, D-Fontana): Vehicular Air Pollution (Chapter 672, Statutes of 2018)**

AB 2145 adds to the list of projects eligible for funding under the Clean Truck, Bus, and Off-Road Vehicle and Equipment Program (Clean Truck Program) grid integration and integrated storage solutions projects, and charging management demonstration and analytics projects. Requires the CEC to advise the ARB on how to allocate money under

the clean truck program for vehicle charging infrastructure consistent with CEC's investment plan on charging infrastructure. Expands the priority given to projects benefitting disadvantaged communities to include communities with a Community Emissions Reduction Program. Adds infrastructure entities to the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) eligibility list. Adds to the ARFVTP funding priorities a project with the ability to deploy infrastructure not already deployed by other state agencies or utilities; a project that can integrate fueling infrastructure into the grid; and a project that can match infrastructure to the deployment of advanced light-, medium-, and heavy-duty vehicles. Requires that at least 20 percent of ARFVTP funds be allocated for the deployment of medium- and heavy-duty electric vehicle infrastructure.

OCTA Position – Monitor

Impact on OCTA: *Funds coming from ARB for electric vehicle charging infrastructure from the Clean Truck Program will now be subject to advisement from the CEC investment plan on said infrastructure. OCTA may be eligible to compete for these funds.*

**AB 2195 (Chau, D-Monterey Park) Natural Gas: Out of State Sources: Greenhouse Gases  
(Chapter 371, Statutes of 2018)**

AB 2195 requires that, starting on January 1, 2020, the ARB quantify and publish annually the amount of GHG emissions resulting from the loss or release of uncombusted natural gas into the atmosphere and emissions from natural gas flares during all processes associated with the production, processing, and transporting of natural gas imported into the state from out-of-state sources.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. The report required by AB 2195 will likely capture processes used to provide fuel for OCTA's natural gas powered bus fleet.*

**AB 2341 (Mathis, R-Visalia) California Environmental Quality Act: Aesthetic Impacts  
(Chapter 298, Statutes of 2018)**

AB 2341 provides that until January 1, 2024, a lead agency is not required to evaluate the aesthetic effects under the California Environmental Quality Act (CEQA) for projects involving the refurbishment, conversion, repurposing, or replacement of an existing abandoned, dilapidated, or vacant building, provided the new structure does not substantially exceed the height of the existing structure or create a new source of substantial light or glare. Provides that the exemption does not apply to a project with significant aesthetic effects on an official state scenic highway or on historical or cultural resources.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. Aesthetics are among the 18 environmental factors that must be evaluated by lead agencies in an initial study to determine the appropriate level of CEQA review.*

**AB 2381 (Carrillo, D-Los Angeles) Vehicles: Emissions: Certification, Auditing, and Compliance (Chapter 713, Statutes of 2018)**

AB 2381 requires that the ARB enhance its certification, audit, and compliance activities for new motor vehicles to detect defeat devices meant to evade emissions testing. The bill authorizes the ARB to impose a fee on the manufacturers of new motor vehicles to cover the costs associated with the activities required by the bill. AB 2381 authorizes penalties for manufactures who do not pay the imposed fee. These penalties will be deposited in the Air Pollution Control Fund.

OCTA Position – Monitor

Impact on OCTA: *AB 2381 is meant to improve ARB's ability to prevent vehicle manufacturers from evading emissions testing standards the way that Volkswagen did. According to estimates by the Senate Committee on Appropriations, funds collected as a result of these additional enforcement activities will amount to more than \$1 million in the Air Pollution Control Fund.*

**AB 2782 (Friedman D-Glendale): California Environmental Quality Act (Chapter 193, Statutes of 2018)**

AB 2782 would authorize a lead agency on a project in the environmental review stage and subject to CEQA, to describe specific economic, legal, social, and technological benefits when evaluating said project. The bill also authorizes the inclusion of negative impacts of denying the project.

OCTA Position – Monitor

Impact on OCTA: *AB 2782 would allow OCTA, or the lead agency for an OCTA-funded project, to include related economic, legal, social, and technological benefits of the project, and/or the negative impacts of a denial, in project environmental reviews. These findings, which must be based on substantial evidence may allow a holistic evaluation of a project. However, CEQA guidelines already authorize much of these factors.*

**SB 100 (De Leon, D-El Monte): Renewables Portfolio Standard: Greenhouse Gases (Chapter 312, Statutes of 2018)**

SB 100 accelerates the Renewables Portfolio Standard (RPS) obligations for retail sellers and publicly-owned utilities from 40 percent to 44 percent by 2024, from 45 percent to 52 percent by 2027, and from 50 percent to 60 percent by 2030. Establishes state policy that RPS-eligible and zero-carbon resources supply 100 percent of all retail sales of electricity to end-use customers no later than December 31, 2045. Clarifies the state goal is to achieve 50 percent renewable resources target by December 31, 2020. Prohibits increasing carbon emissions elsewhere on the western grid and resource shuffling.

Requires a report be submitted, by the CEC, to the Legislature by January 1, 2021, and every four years thereafter, that includes forecasts, costs, resources, barriers, and impacts of the 100 percent clean energy policy, the feasibility of achieving the goal, and alternative scenarios to achieve the goal and to achieve 60 percent by December 31, 2030.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA may potentially see increased electricity costs, pending SB 100's implementation.*

**SB 1403 (Lara, D-Long Beach) Clean Truck, Bus, and Off Road Vehicle Technology (Chapter 370, Statutes of 2018)**

SB 1403 requires that, starting with the Air Quality Improvement Program funding plan for fiscal year (FY) 2019–20, the ARB to include a three-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting the state's air quality goals. The bill would require that the funding plan include information related to milestones achieved by the state's schoolbus incentive programs and the projected need for funding.

OCTA Position – Monitor

Impact on OCTA: *SB 1403 requires that the ARB include an investment plan for zero- and near-zero emission vehicles, which will become of particular importance should the ARB mandate that transit agencies like OCTA be required to purchase zero-emission buses.*

## **V. Funding**

**AB 636 (Irwin, D-Thousand Oaks) Local Streets and Roads: Expenditure Reports (Chapter 159, Statutes of 2018)**

AB 636 changes the date by which localities must submit data about expenditures on local streets and roads to the State Controller from the first day of October to the first day December. In addition, AB 636 amends the statutory requirements regarding the way in which the State Controller publishes detailed information about the distribution of Highway Users Tax Account (HUTA) funds, which are used to improve local streets and roads. Under existing law, the State Controller must send a compiled report to state and local government agencies, including the localities themselves. AB 636 only requires that the State Controller make this report available on its website.

OCTA Position – Monitor

Impact on OCTA: *Localities in Orange County now have until December 1<sup>st</sup> each year to send the State Controller their HUTA local streets and roads expenditure reports. AB 636 does not affect the timing of the SB 1 (Chapter 5, Statutes of 2017) Local Streets and Roads (LSR) Program expenditure reports that localities must send to the California*

*Transportation Commission (CTC) by October 1<sup>st</sup> each year. In addition, the State Controller's compiled report regarding funding for streets and roads will no longer be sent directly to localities. Instead, this report can be found on the State Controller's website.*

**AB 1184 (Ting, D-San Francisco) City and County of San Francisco: Local Tax: Transportation Network Companies: Autonomous Vehicles (Chapter 644, Statutes of 2018)**

AB 1184 allows the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by a participating transportation network company (TNC) driver or an autonomous vehicle in an amount not to exceed 1.5 percent of net rider fares for a shared ride, and 3.25 percent of net rider fares for a ride other than a shared ride. Authorizes the City and County of San Francisco to set a lower tax rate for net rider fares for rides provided by a ZEV to incentivize the use of these ZEVs. Requires revenue generated by the tax to be dedicated to fund transportation operations and infrastructure within the City and County of San Francisco. In addition, provides that the tax shall be subject to voter approval and shall expire no later than November 5, 2045.

OCTA Position – *Monitor*

*Impact on OCTA: For informational purposes. Similar taxes and fees have been instituted on TNC trips in other states across the country. The revenues generated from these taxes vary by state and city, with some funds being allocated for transportation purposes and others to a general fund or other purposes.*

**AB 1770 (Steinorth, R-Rancho Cucamonga) Local Government: Investments (Chapter 271, Statutes of 2018)**

AB 1770 revises the investment standards for mortgage-backed securities and other securitized financial instruments held by local governments. AB 1770 removes the existing rating requirement for issuers and amends the existing five-year maturity requirement to instead require that the financial instrument have a remaining maturity of five years or less, even if the security originally had a term of more than five years.

OCTA Position – Monitor

*Impact on OCTA: AB 1770 expands the pool of securities that OCTA can invest in by removing the rating requirement for security issuers and allowing for more flexibility regarding a security's maturity.*

**AB 2252 (Limon, D-Santa Barbara): State Grants: State Grant Administrator (Chapter 318, Statutes of 2018)**

Requires the California State Library to create a centralized location, in the form of an internet portal, for state grant opportunities by July 1, 2020. Requires each state agency to post a link to the page on their websites. Also requires the State Library to provide the Legislature with an annual report on the effectiveness of the website.

OCTA Position – Monitor

Impact on OCTA: *The creation of an internet hub that coalesces all state grant opportunities in one centralized location will potentially allow OCTA to more readily access funding opportunities.*

**AB 2543 (Eggman, D-Stockton): State Agencies: Infrastructure Project Budget (Chapter 918, Statutes of 2018)**

AB 2543 requires any state agency or department undertaking a project that costs \$100 million or more to publicly post on its website any change in the cost or schedule of the project that would increase the budget by more than ten percent or delay the project by more than 12 months. The posted information must describe by how much or how long the project will be exceeded.

OCTA Position – Monitor

Impact on OCTA: *OCTA has several projects funded by Measure M2, where Caltrans will oversee the construction that will cost more than \$100 million. These projects will be subject to these requirements. It is currently unclear how Caltrans intends to comply with the provisions of this bill.*

**AB 2920 (Thurmond, D-Richmond) Transactions and Use Taxes: North Lake Tahoe Transportation Authority and City of Berkeley (Chapter 771, Statutes of 2018)**

AB 2920 authorizes the City of Berkeley to impose a half percent general or specific transactions and use tax, which would be above the combined rate limit of two percent. AB 2920 also extends and expands the North Lake Tahoe Transportation Authority's currently authorized retail transactions and use tax. The bill extends the life of the tax from the 20 years currently prescribed by statute to 30 years, and it increases the tax rate from the current statutory cap of half a percent to a new maximum rate of one percent.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 903 (Cannella, R-Ceres) Transportation Development Act: County of Stanislaus (Chapter 107, Statutes of 2018)**

SB 903 authorizes the Stanislaus Council of Governments (StanCOG) to use additional flexibility when determining the eligibility of certain operators for Transportation Development Act (TDA) funding. Specifically, StanCOG may, when evaluating TDA claims for the 2018-19 and 2019-20 fiscal years, reduce the applicable ratio of fare revenues to operating cost by up to five percentage points from the ratio in effect for FY 2015–16. SB 903 also requires StanCOG to report, before January 1, 2020, on each utilization of the authority provided in this bill to the transportation policy committee of each house of the Legislature and to Caltrans.

#### OCTA Position – Monitor

Impact on OCTA: *For informational purposes. This bill shows the types of TDA measures pursued this year. Comprehensive TDA legislation is expected to be discussed in the upcoming legislative session.*

#### **SB 961 (Allen, D-Santa Monica) Enhanced Infrastructure Financing Districts (Chapter 559, Statutes of 2018)**

SB 961 authorizes localities to adopt a resolution to allocate tax revenues, including those imposed by the Bradley-Burns Uniform Local Sale and Use Tax Law, to an enhanced infrastructure financing district (EIFD) for the purposes of infill development. SB 961 specifically authorizes EIFDs to allocate 40 percent of the tax revenue toward infill development, with a preference for income-qualified housing within one-half mile of a major transit stop, which is defined by current law as existing transit stops and the intersection of two or more major bus routes, with a frequency of service interval of 15 minutes or less during peak commute times. For infrastructure financing plans proposing to allocate Bradley-Burns revenues, the bill requires that the locality receive the consent of any impacted transportation agency that receives tax revenues derived from any tax adopted pursuant to that law. The bill also requires that the locality ensure that existing or planned transportation operations and capital projects will not be negatively impacted by the proposed revenue allocation. SB 961 also includes additional language specifically prohibiting the diversion of voter-approved taxes meant for a specific purpose. Finally, SB 961 requires that the Office of Planning and Research complete a study, before January 1, 2021, on the effectiveness of tax increment financing tools for increasing housing production, including a comparison of the relative advantages and disadvantages of infrastructure financing districts, EIFDs, affordable housing authorities, use of the Neighborhood Infill Finance and Transit Improvements Act, and use of the Second Neighborhood Infill Finance and Transit Improvements Act.

#### OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Thanks to the efforts of CTA, the bill includes two different provisions to protect voter-approved revenues. First, the bill requires that localities take certain measures to protect revenues dedicated for transportation purposes. For infrastructure financing plans that propose to allocate Bradley-Burns revenue, localities must receive the consent of transportation agencies that receive revenues pursuant to that law, and the locality must also ensure that planned or existing transportation projects will not be affected. SB 961 also contains language that protects voter-approved revenues meant for a specific purposes from the infill development EIFD plans laid out in the bill.*



**SB 1145 (Leyva, D-Fontana): Enhanced Infrastructure Financing Districts: Maintenance  
(Chapter 563, Statutes of 2018)**

SB 1145 authorizes an EIFD to finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district. Prohibits the use of bonds to finance maintenance of any kind.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Under existing law EIFDs may finance transportation improvements, including highways, streets, & transit facilities. SB 1145 broadens this authority to include the financing of maintenance costs associated with those facilities.*

**SB 1328 (Beall, D-San Jose): Mileage-Based Road Usage Fee  
(Chapter 698, Statutes of 2018)**

SB 1328 extends the life of the Road Usage Charge Technical Advisory Committee for four years, to January 1, 2023. Requires the committee to continue to assess potential funding mechanisms that can replace the gas tax, including, but not limited to, a mileage-based user fee to maintain and operate the state's transportation system. Also requires the committee to gather public input related to the assessment of those mechanisms.

OCTA Position – Monitor

Impact on OCTA: *SB 1328 extends the life of the committee that will be researching alternatives to the gas tax as a funding source for transportation. SB 1328 also broadened the scope of what the committee can analyze to include study of mechanisms beyond a mileage-based user fee.*

## **VI. Information Systems**

**AB 375 (Chau, D-Monterey Park) California Consumer Privacy Act of 2018  
(Chapter 55, Statutes of 2018)**

AB 375 provides California consumers with greater control over their personal information and ensures that safeguards are in place to protect against data misuse. The bill gives consumers the right to request that a business disclose the type and specific pieces of personal information that it collects or sells about the consumer, including the purpose of the information collection and the categories of third parties with whom the information is shared, sold, or disclosed. The bill also generally gives consumers the right to request that a business delete any personal information collected from them and requires businesses to direct service providers to do the same. AB 375 also gives consumers the right to opt-out of the sale of their personal information while requiring affirmative consent to sell the personal information of kids up to age 16. Finally, the bill takes steps to prevent companies from discriminating people who do not want their data sold.

#### OCTA Position – Monitor

Impact on OCTA: *For-profit businesses that serve as contractors and subcontractors for OCTA may be subject to the provisions of AB 375. These businesses must be aware of how the bill's provisions may interact with OCTA's operational needs.*

#### **AB 2225 (Limon, D-Santa Barbara) Government: Storing and Recording: Public Records**

##### **(Chapter 535, Statutes of 2018)**

AB 2225 requires the California Secretary of State, in consultation with the California Department of Technology, to adopt uniform statewide standards for the electronic storage of public records in a cloud computing system. Specifically, AB 2225 requires that public records kept by a state agency use a cloud computing storage service that provides administrative users with controls to prevent stored public records from being overwritten, deleted, or altered. The bill also requires that a state agency, prior to partnering with a local government entity for the development, use, or maintenance of an information technology system, first enter into a written agreement with that local government entity to establish mutually agreeable terms that protect relevant public records. The requirements of AB 2225 only apply to local agencies that partner with state agencies to development information technology systems.

#### OCTA Position – Monitor

Impact on OCTA: *AB 2225 institutes new standards for the electronic storage of state public records, including those kept by Caltrans, the CTC, and any OCTA records stored as part of a partnership with a state agency. If OCTA enters into an agreement with a state agency to develop information technology systems, OCTA must sign a cooperative agreement with that agency to establish a mutually agreeable set of standards regarding public record protection.*

#### **AB 2958 (Quirk, D-Hayward) State Bodies Meetings: Teleconference** **(Chapter 881, Statutes of 2018)**

AB 2958 provides that in addition to the existing authorization to hold a meeting by teleconference, any state body that is an advisory board, advisory commission, advisory committee or subcommittee, or similar multimember advisory body may hold an open meeting by teleconference, provided the meeting protects public access to the meeting and creates flexibility in how members can participate in the meeting.

#### OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

#### **SB 929 (McGuire, D-Eureka) Special Districts: Internet Web Sites** **(Chapter 408, Statutes of 2018)**

SB 929 requires that special districts have a website with the same information required of other government websites, including financial reports, bonding information, and total

expenditures on public projects other than streets and highways Under current law, special districts are not required to have a website. The bill does not require any additional information be displayed on a special district website that is not already required by existing law.

OCTA Position – Monitor

Impact on OCTA: *OCTA is now required by statute, specifically by cross-reference, to display certain information on its website. As a matter of practice, OCTA's website already contained most of this information, and any information required by statute that was not on the webpage is in the process of being added before the end of the year.*

## **VII. Managed Lanes/Toll Facilities**

### **AB 91 (Cervantes, D-Corona): High Occupancy Vehicle Lanes (Chapter 468, Statutes of 2018)**

AB 91 requires Caltrans 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 (HOV) lanes to HOV's and other clean air vehicles only during hours of heavy commuter traffic on State Route 91 (SR-91) between the Interstate 15 and Interstate 215, and State Route 60 in the County of Riverside.

OCTA Position – Monitor

Impact on OCTA: *Though there is no direct impact on the freeway network in Orange County, the results of the report will be of interest to OCTA's planning and traffic management efforts. The original intent of this bill was to implement part time HOV lanes in Riverside County immediately.*

### **AB 1041 (Levine, D-San Rafael) Bay Area Toll Authority and Oversight Committee: Conflict of Interest (Chapter 16, Statutes of 2018)**

AB 1041 prohibits members and staff, both current and former, of the Metropolitan Transportation Commission and the Bay Area Toll Authority (BATA) from serving on the BATA's independent oversight committee created when voters approved the Bay Bridge toll increase on June 5, 2018. AB 1041 also bars from the BATA oversight committee employees of any organization that is currently receiving funding or that has received funding from BATA within the last year.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes*

**AB 2535 (Obernolte, R-Hesperia) High Occupancy Toll Lanes: Notice of Toll Evasion Violation  
(Chapter 435, Statutes of 2018)**

AB 2534 requires an operator of a toll facility to include a copy of photographic evidence on which the determination of the violation was based in a toll evasion notice that is issued for failing to meet occupancy requirements in a High-Occupancy Toll (HOT) lane.

OCTA Position – *Monitor*

Impact on OCTA: *AB 2535 is directed at toll operators who have occupancy enforcement technology such as vehicle passenger detection systems. As operator of the 91 Express Lanes, OCTA only uses image technology to capture license plate information for safety and toll enforcement purposes. As occupancy enforcement technology progresses, OCTA may explore its use for occupancy enforcement purposes, and at that point, OCTA would have to comply with the provisions set forth in AB 2535.*

**AB 2865 (Chiu, D-San Francisco) High Occupancy Toll Lanes: Santa Clara Valley Transportation Authority  
(Chapter 501, Statutes of 2018)**

AB 2865 authorizes VTA to apply to the CTC to conduct, administer, and operate HOT lanes or other toll facilities on U.S. Highway 101 and State Route 280 in the City and County of San Francisco if the San Francisco County Transportation Authority (SFCTA) approves the toll facility. Requires VTA to manage the facility in coordination with SFCTA if CTC approves the application. In addition, requires SFCTA to develop an expenditure plan with Caltrans and VTA, as well as approve the plan and any updates. Requires the remaining toll revenue to be used to benefit the corridor that generated the revenue.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. AB 2865 authorizes VTA to apply to the CTC pursuant to the application process established in AB 194 (Chapter 687, Statutes of 2015), which also allowed OCTA to provide express lanes on Interstate 405.*

**SB 957 (Lara, D-Long Beach) Vehicles: High Occupancy Vehicle Lanes  
(Chapter 367, Statutes of 2018)**

SB 957 allows an owner of a clean vehicle, beginning January 1, 2020, and until January 1, 2024, to obtain a Clean Air Vehicle (CAV) program sticker for a vehicle whose sticker has expired if the household income is at or below 80 percent of the state median income and if the owner has not previously received a sticker for that same vehicle. Requires the California Department of Motor Vehicles (DMV) to report to the Legislature by June 1, 2023, on the number of stickers obtained pursuant to this bill.

OCTA Position – *Monitor*

Impact on OCTA: *This program's expansion will enable greater access to HOV lanes, increasing the number of single occupant vehicles that utilize Orange County's HOV lane network and potentially further degrading throughput in the County's HOV lane network.*

## **VIII. Planning**

### **AB 686 (Santiago, D-Los Angeles) Housing Discrimination: Affirmatively Further Fair Housing (Chapter 958, Statutes of 2018)**

AB 686 requires that localities be engaged in efforts that are “affirmatively furthering fair housing,” which includes combating discrimination, overcoming patterns of segregation, and taking meaningful action to overcome disparities. The locality must address these new requirements in its general plan to meet its regional housing needs, and as such, the locality is prohibited from taking any action that is inconsistent with these provisions. AB 686 specifies that the new housing requirements will apply to housing elements due to be revised after January 1, 2021. Under AB 686, a local government can now be required to undertake a major revision to its general plan in order to accommodate these housing-related policies, which, in turn, will be reflected in the regional Sustainable Communities Strategy (SCS)

OCTA Position – Monitor

Impact on OCTA: *AB 686 requires localities in Orange County to take additional actions related to ensuring adequate access to housing that further constrain their decision-making process. Through the aggregation of the general plans of each locality, the new requirements in AB 686 will be reflected in the Southern California Association of Governments' SCS, which will affect OCTA's regional planning efforts.*

### **AB 2263 (Friedman, D-Glendale) Designated Historical Resource: Conversion or Adaptation: Required Parking (Chapter 234, Statutes of 2018)**

AB 2263 requires that local agencies provide specified parking requirement reductions for development projects that affect property or a structure included in a local, state, or federal register of historic places. For such projects within one-half mile of a major transit stop, a local agency shall not require that the project provide parking spaces greater than the number of parking spaces that existed on the project site at the time the project application was submitted. Major transit stops are defined by cross-reference as existing transit stops and the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute times. The parking requirement reductions do not apply if they contradict a local historical preservation or adaptive reuse ordinance.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 2263 limits the parking requirements for historical projects within one-half mile of OCTA's most significant transit stops. Since*

*OCTA does not have land use authority, localities in Orange County would be affected by projects within one-half mile of OCTA's major transit stops.*

**AB 2923 (Chiu, D-San Francisco) San Francisco Bay Area Rapid Transit District: Transit-oriented Development (Chapter 17, Statutes of 2018)**

AB 2923 requires that the Bay Area Rapid Transit District (BART) adopt by ordinance new transit-oriented development zoning standards. Specifically, the bill requires minimum local zoning requirements for the height, density, parking, and floor area ratio of transit-oriented development projects near BART stations. The bill also requires that affected local jurisdictions adopt a zoning ordinance to conform to the standards laid out in the bill. For local standards that remain inconsistent, the bill would mandate that, starting on July 1, 2022, the BART-adopted zoning standards become the local zoning standards for BART-owned parcels that are at least 75 percent within one-half mile of a BART station.

OCTA Position – Monitor

*Impact on OCTA: For informational purposes. AB 2923 illustrates the trend towards legislating around local control to implement transit-oriented development policies.*

**SB 1000 (Lara, D-Long Beach): Electric Vehicle Charging Infrastructure (Chapter 368, Statutes of 2018)**

SB 1000 prohibits local governments from restricting what types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that is both publicly accessible & the construction of which was funded, at least in part, by the State or through money collected from ratepayers. Requires the CEC and the ARB to assess the distribution of electric vehicle charging stations across the state and to determine if said stations are disproportionately deployed. Authorizes the two departments to use funding from the ARFVTP to more proportionately deploy electric vehicle charging stations. Directs the CPUC to consider possible options to speed this process along.

OCTA Position – Monitor

*Impact on OCTA: For informational purposes.*

## **IX. Public Works**

**AB 1565 (Thurmond, D-Richmond) Labor Related Liabilities: Direct Contractor (Chapter 528, Statutes of 2018)**

AB 1565 requires the general contractor, for any contract entered into on or after January 1, 2019, to specify in the terms of its contract with a subcontractor on private work, the documents and information the general contractor may require the subcontractor to produce to avoid withholding payment from the subcontractor for failure to produce adequate information about payroll records and lower-tiered subcontractors.

Allows subcontractors to include similar requirements in their contracts with lower-tiered subcontractors.

*Urgency Bill – Effective Immediately*

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. Provides certainty to subcontractors about the nature of their obligations and what is required to avoid withholding of payments.*

**AB 1654 (Rubio, D-Baldwin Park) Labor Code Private Attorneys General Act of 2004: Construction  
(Chapter 529, Statutes of 2018)**

AB 1654 exempts from the Labor Code Private Attorneys General Act of 2004 an employee in the construction industry performing work under a valid collective bargaining agreement in effect before January 1, 2025. The bill requires that the collective bargaining agreement expressly provide for the wages, hours, and working conditions of employees while also including an overtime wage rate and a normal wage rate of 30 percent more than the minimum wage rate. The agreement must also expressly waive the provisions of the Labor Code Private Attorneys General Act of 2004 and include a grievance and binding arbitration process that authorizes the award of remedies. The bill authorizes the exemption until the collective bargaining agreement expires or until January 1, 2028, whichever is earlier. The exemption sunsets on January 1, 2028.

OCTA Position – *Monitor*

Impact on OCTA: *AB 1654 temporarily limits civil liability within the construction industry. Construction work done under collective bargaining agreements in place before 2025 that meet the specifications outlined in AB 1654 will not be subject to the Labor Code Private Attorneys General Act of 2004, which authorizes an expanded set of civil penalties for labor code violations. The exemption in AB 1654 sunsets at the beginning of 2028 or with the expiration of the conforming collective bargaining agreement.*

**AB 2062 (Maienschien, R-San Diego) State Highways: Landscaping  
(Chapter 165, Statutes of 2018)**

AB 2062 requires Caltrans to include wildflowers native to California and other native, climate-appropriate vegetation when undertaking planting projects.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. AB 2062 is consistent with efforts by Caltrans to discontinue water intensive highway landscaping.*

**AB 2249 (Cooley, D-Rancho Cordova) Public Contracts: Local Agencies: Alternative Procedure (Chapter 169, Statutes of 2018)**

AB 2249 increases bid limits for public agencies subject to uniform construction cost accounting procedures. Public projects of \$60,000 or less may be performed by the employees of a public agency by force account, by negotiated contract, or by purchase order. Public projects of \$200,000 or less may be contracted by informal bidding procedures, and public projects of \$200,000 or more shall be contracted by formal bidding procedures. AB 2249 also allows the governing body of the public agency, by adoption of a four-fifths vote, to award the contract at \$212,500 or less to the lowest responsible bidder if all informal bids received are in excess of \$200,000.

OCTA Position – *Monitor*

Impact on OCTA: *Since OCTA has not elected to become subject to the uniform construction cost accounting procedures, AB 2249 will not apply to OCTA.*

**AB 2411 (McCarty, D-Sacramento): Solid Waste: Use of Compost: Planning (Chapter 238, Statutes of 2018)**

AB 2411 requires the California Department of Resources Recycling to consult with Caltrans on possible cost-effective uses of organic compost along roadways in the 12 transportation districts. It also instructs districts to develop best practices for the use of compost in slope stabilization and reestablishing vegetation in recently burned wildfire areas during debris removal.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

**AB 2654 (Quirk-Silva, D-Fullerton) Design-build: Orange County (Chapter 238, Statutes of 2018)**

AB 2654 authorizes the County of Orange to use the design-build project delivery method for the following three types of public works projects: flood protection, harbor and beach improvements, and bikeway projects. AB 2654 limits the County to no more than one project per year in excess of \$5 million. The bill also authorizes the Orange County Flood Control District to use the design-build project delivery method on no more than 12 projects in excess of \$5 million prior to January 1, 2025. Finally, AB 2654 requires that both the County of Orange and the Orange County Flood Control District be responsible for project delivery services, and the bill provides that Orange County Public Works employees may perform project delivery services for each agency.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes. AB 2654 could help to expedite bikeway projects led by the County of Orange.*



**AB 3018 (Low, D-Saratoga): State Contracts: Skilled and Trained Workforce (Chapter 882, Statutes of 2018)**

AB 3018 imposes a civil penalty on a contractor or subcontractor if the Labor Commissioner determines that the entity failed to use a skilled workforce with the existing required percentage of apprenticeship graduates. The bill specifies a penalty of \$5,000 per month of work in violation and increases the penalty to \$10,000 per month of work if the entity commits another violation within a three-year period. AB 3018 establishes that the prime contractor is not subject to the penalty so long as they had no knowledge of the subcontractor's violation. The bill prohibits a violating contractor or subcontractor from bidding on public works projects for one to three years, depending on severity of violation, and requires the Labor Commissioner to publish a list of contractors ineligible for public works bidding. AB 3018 requires a public agency, primary contractor, or awarding body to withhold 150 percent of the value of the monthly billing if a contractor or subcontractor is found to be in violation of current law. The withholding shall continue until the contractor or subcontractor submits to the public agency a plan to achieve compliance with this bill or the primary contractor replaces the subcontractor, at which point the public agency must resume payments immediately, including all previously withheld payments.

OCTA Position – Monitor

*Impact on OCTA: OCTA, as a public agency, would be required to withhold 150 percent of the monthly billing in a contract with a contractor or subcontractor found to be in violation of the existing skilled workforce percentages. As soon as the contractor has submitted their plan for compliance or has replaced the subcontractor with one in compliance, OCTA would be required to reinstitute the monthly payments, including withheld ones.*

**SB 1042 (Monning, D-Carmel) Contractors: Violations (Chapter 110, Statutes of 2018)**

SB 1042 allows an individual to contest a citation issued by the Registrar of the Contractors State License Board by filing a written request for an administrative hearing or a informal citation conference within 15 days of receiving of the citation. If an informal citation is conference is requested, SB 1062 requires the chief of the Board's enforcement division to hold an informal citation conference within 60 days of the request. In addition, allows an individual to contest a citation affirmed or modified at an informal citation conference by submitting a written request for an administrative hearing within 30 days.

OCTA Position – *Monitor*

*Impact on OCTA: For informational purposes. Provides contractors with expedient resolutions of their citations without the delay and complexity of a hearing, which helps save both time and money.*

**SB 1262 (Beall, D-San Jose) Construction Manager/General Contractor Project Method  
(Chapter 465, Statutes of 2018)**

SB 1262 removes the statutory limitation on the number of projects on which Caltrans may use the Construction Manager/General Contractor (CM/GC) project delivery method for the construction of a highway, bridge, or tunnel. Existing law only allows Caltrans to use the CM/GC method on up to 12 projects, of which 10 must have construction costs greater than \$10 million, plus 12 additional projects explicitly named in statute. The bill eliminates this cap and also requires that at least two-thirds of projects completed using this authority be completed with Caltrans employees or consultants.

OCTA Position – Monitor

*Impact on OCTA: Caltrans may use the CM/GC project delivery method on projects in Orange County, although the bill does not grant the same authority to regional transportation agencies.*

## **X. Rail**

**SB 502 (Portantino, D-La Cañada Flintridge) Commuter Rail Systems: Availability of Automated External Defibrillators: Construction Manager/General Contractor Project Delivery Method: Metrolink commuter rail projects  
(Chapter 602, Statutes of 2018)**

SB 502 has two components. First, it requires that commuter rail systems ensure that each train has an automated external defibrillator (AED) as part of its safety requirements, including a requirement that such equipment be installed on each train by July 1, 2020. SB 502 also exempts from liability commuter rail systems that comply with the bill's AED requirements. Second, SB 502 allows Metrolink to use CM/GC project delivery method on Metrolink commuter rail projects upon the approval of the county transportation commission in whose jurisdiction the project is being constructed. The bill also provides for county transportation commissions to use the CM/GC for Metrolink projects.

OCTA Position – Support

*Impact on OCTA: SB 502's AED requirements apply to Metrolink as a commuter rail operator. Metrolink supports and is expected to meet the implementation deadline. As written, the bill does not apply to intercity rail operators, including the LOSSAN Rail Corridor Agency.*

*Regarding the CM/GC authority, OCTA worked with Metrolink to clarify this authority would only apply to projects where the county transportation commission consents to Metrolink using the authority, or where the country transportation commission uses the authority itself. Such a measure ensures that Metrolink's use of this new authority would not adversely affect OCTA's ability to deliver projects on the 48 miles of rail right-of-way owned by OCTA in Orange County.*

**SB 1029 (McGuire, D-Eureka) North Coast Railroad Authority  
(Chapter 934, Statutes of 2018)**

SB 1029 requires CalSTA, in consultation with the Natural Resources Agency, to conduct an assessment of the North Coast Railroad Authority (NCRA) in order to provide the findings necessary to determine the most appropriate way to dissolve the NCRA and dispense with its assets and liabilities. Requires CalSTA to report to the Legislature before July 1, 2020, on its findings and recommendations from the assessment. Provides that it is in the public interest to transfer NCRA's right-of-way to other entities for the purpose of potentially developing a trail that could include railbanking and continuing freight. Appropriates \$4 million from the Public Transportation Account for rail improvements on the corridor owned by the Sonoma-Marín Area Rail Transit District and NCRA for the acquisition of freight rights and equipment from the Northwestern Pacific Railroad Company.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

**SB 1172 (Beall, D-San Jose): High-speed Rail Authority: Property Acquisition  
(Chapter 790, Statutes of 2018)**

SB 1172 exempts the California High-speed Rail Authority (CHSRA) from the California Department of General Services' (DGS) approval of contracts for sales or leases of real and state property if used for the CHSRA. Also exempts the CHSRA from the Property Acquisition Law for any funds appropriated for capital outlays. Authorizes the CHSRA to acquire land directly without the State Public Works Board (SPWB). Replaces the SPWB with the CHSRA for all eminent domain proceedings commenced by SPWB prior to and pending after January 1, 2019. Adds CHSRA to the definition of "department" under the State Contract Act, exempting the CHSRA from DGS control. Allows a County Assessor to disclose property information, furnish abstracts, or permit access to records upon request from the CHSRA and requires the CHSRA to reimburse any costs. Also requires the CHSRA to submit a report on the results of this statute and the effect on property acquisition, if any, by January 1, 2020.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

## **XI. State Budget**

**AB 1830 (Assembly Budget Committee) Budget Deficit Savings Account: Safety  
Net Reserve Fund  
(Chapter 42, Statutes of 2018)**

AB 1830 requires that deposits into the Budget Stabilization Account for the FY 2018-19 above the constitutional requirement be transferred to the Budget Deficit Savings Account established by Proposition 2 (2014). AB 1830 also requires a reconciliation between these two accounts based on latest revenue projections after May 31, 2019. The bill specifies

that half of the balance of the Budget Deficit Savings Account will be transferred to the Safety Net Reserve Fund, in which this bill creates two new subaccounts dedicated to Medi-Cal and the California Work Opportunity and Responsibility to Kids (CalWORKs) program. AB 1830 also requires that, upon the enactment of the budget, \$200 million be deposited into the CalWORKs subaccount.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 1831 (Assembly Budget Committee) State Government Appointments: Infrastructure (Chapter 43, Statutes of 2018)**

AB 1831 creates the Infrastructure Stabilization Fund to allocate funding dedicated for infrastructure pursuant to Proposition 2. Under Proposition 2, any revenues generated beyond the requirements for Rainy Day Fund purposes are to go to infrastructure. AB 1831 allocates this excess revenue as follows: the first \$415 million to the State Infrastructure Maintenance Fund, with any excess funds over \$415 million split evenly between the Housing Rehabilitation Loan Fund and the Rail Modernization Improvement Program. Funding from the Rail Modernization Improvement Program is to be administered at the discretion of CalSTA, with a focus on shared-use corridors and increased connectivity between state-run or state-administered passenger rail services and locally or regionally operated services.

*Urgency Bill – Effective Immediately*

OCTA Position – Monitor

Impact on OCTA: *For informational purposes, the California Department of Finance estimates that the Rail Modernization Fund will receive about \$300 million yearly through FY 2021-2022. OCTA will work with Metrolink and the LOSSAN Rail Corridor Agency to actively compete for these funds, for regional projects, when they become available.*

**SB 840 (Mitchell, D-Los Angeles) Budget Act of 2018 (Chapter 29, Statutes of 2018)**

SB 840 makes \$138.6 billion worth of appropriations to support the state government for FY 2018-19, which is \$1 billion higher than the May Revise. The bill also includes funding to bring the state's Budget Stabilization Account/Rainy Day Fund for FY 2018-19 to \$13.8 billion, meeting the constitutional target. For transportation purposes, the bill includes the first full year of revenues provided under SB 1, which will bring funding certainty for the following transportation infrastructure priorities:

- \$1.2 billion for LSR projects;
- \$330 million to the Transit and Intercity Rail Capital Program;
- \$200 million for the Local Partnership Program;
- \$100 million to the Active Transportation Program;

- \$1.2 billion for the State Highway Operation Protection Program;
- \$400 million for the state's bridge and culvert infrastructure;
- \$250 million for Solutions for Congested Corridors Program;
- \$306 million to the Trade Corridor Enhancement Program;
- \$25 million to the Freeway Service Patrol;
- \$663 million in State Transit Assistance (STA) funding for FY 2018-19;
- \$105 million for the SB 1 State of Good Repair (SOGR) Program;
- \$179.4 million for the cap-and-trade Low Carbon Transit Operations Program (LCTOP); and
- \$212.8 million for intercity and commuter rail.

*Urgency Bill – Effective Immediately*

OCTA Position – *Monitor*

*Impact on OCTA: SB 840 appropriates OCTA's share of SB 1 funds for FY 2018-19. OCTA is expected to receive about \$35.8 million in STA funding, \$5.7 million from the SB 1 SOGR Program, and \$9.7 million from LCTOP. According to the estimates compiled by the California State Association of Counties for FY 2018-19, Orange County will receive approximately \$89.6 million in funding for LSR projects. According to estimates provided by the California League of Cities for FY 2018-19, Orange County's cities will receive approximately \$118.6 million in funding for LSR projects. In addition, OCTA is eligible to compete for the competitive funding programs listed above.*

### **SB 848 (Senate Budget and Fiscal Review Committee) Transportation (Chapter 46, Statutes of 2018)**

SB 848 serves as the primary budget trailer bill for transportation. SB 848 limits to ten percent, the administrative indirect cost recovery that Caltrans charges for work it does on behalf of counties that have passed a countywide sales tax measure dedicated for transportation projects. These counties would continue to pay costs of functional overhead. This provision will sunset in three years. Makes decals issued for low-emission and energy-efficient vehicles to use lanes designated for high-occupancy vehicles between January 1, 2017 and March 1, 2018, valid until January 1, 2019. Makes decals issued between March 1, 2018, and January 1, 2019, valid until January 1, 2022, and makes those issued on or after March 1, 2018, for a vehicle that had previously been issued an identifier, valid until January 1, 2022. Allows cities and counties to expend from internal city and county funds and reimburse themselves with future year apportionments from SB 1's LSR Program. Allows the Golden Gate Bridge, Highway, and Transportation District to use CM/GC authority for the construction, alteration, repair, rehabilitation, or improvement of the Golden Gate Bridge. Allows the Ventura County Transportation Commission to allocate local transportation fund revenues apportioned to the City of Thousand Oaks for local streets and roads and other specified purposes, and not just transit projects, which is required under current law. Provides an appropriation of \$8 million to CalSTA from the General Fund for allocation to LA Metro for the River to Rail Project.

*Urgency Bill – Effective Immediately*

OCTA Position – *Monitor*

*Impact on OCTA: The cap on the administrative indirect cost recovery that Caltrans charges for work it does on behalf of self-help counties will result in cost savings for transportation projects that OCTA is undertaking. Specifically, it will result in over \$2 million in savings for the Interstate 405 Improvement Project related to Enhanced Oversight and Reimbursed Direct Work in OCTA's Cooperative Agreement with Caltrans. In addition, SB 848 will allow the cities in Orange County and the County of Orange to advance local streets and roads maintenance projects with an added layer of certainty. In addition, the extension of the CAV decals will enable greater access to HOV lanes, potentially increasing the number of single occupant vehicles that utilize Orange County's HOV lane network, which has the potential to further degrade the throughput of the County's HOV lane network.*

## **XII. Transit**

### **AB 3124 (Bloom, D-Santa Monica) Vehicles: Length Limitations: Buses: Bicycle Transportation Devices (Chapter 22, Statutes of 2018)**

AB 3124 allows a transit operator to equip a 60-foot articulated bus with a three-position bicycle rack. Specifically, AB 3124 provides operators with the flexibility to install a front-mounted bicycle rack that extends up to 40 inches from the front of the bus. Requires public agencies to establish a route review committee prior to the use of three-position bicycle racks to ensure the safe operation of these articulated buses. The committee would be comprised of four members: one member of the public agency, one member who is a traffic engineer, one member appointed by the labor organization that represents the coach operators of the public agency, and one member of the law enforcement agency that has jurisdiction over the routes.

OCTA Position – *Support*

*Impact on OCTA: Approximately 5,000 riders per day use a bicycle to connect to bus service in Orange County, and the 36 articulated buses operating in OCTA's bus system are currently equipped with two-position bicycle racks, resulting in a large number of pass-ups at bus stops. AB 3124 allows OCTA to expand on the contract approved by the OCTA Board of Directors on April 23, 2018, to install three-position bicycle racks on all standard 40-foot buses. In addition, prior to being brought before a route review committee, the potential addition of the racks on articulated buses must be reviewed by OCTA's Internal Configuration Control Committee, which is comprised of representatives from transit operations and maintenance, risk management, safety, and marketing.*

### **SB 1119 (Beall, D-San Jose) Low Carbon Transit Operations Program (Chapter 606, Statutes of 2018)**

SB 1119 allows flexibility in the use of LCTOP funding for transit connectivity options for residents of disadvantaged communities (DAC). SB 1119 allows transit agencies to meet the DAC requirements under LCTOP through investments in new transit pass programs; new or expanded transit service serving DACs; and the purchase of zero-emission transit buses and supporting infrastructure.

#### **OCTA Position – Sponsor**

*Impact on OCTA: SB 1119 allows transit agencies such as OCTA to increase ridership while simultaneously reducing congestion and greenhouse gas emissions. OCTA has had recent success in implementing a new student transit pass program for Santa Ana College using LCTOP funding. With the success of the program, other universities had also shown interest in adopting a similar program but were unable to meet the DAC requirement under LCTOP. This requirement limited where OCTA could use cap-and-trade funding to provide transit services that connect DAC residents to employment centers, educational institutions, and healthcare centers, unless that service actually occurred within a DAC census tract. SB 1119 will provide OCTA with system-wide flexibility to allow for investments in additional connectivity options for residents of DACs and will allow OCTA to more effectively and efficiently utilize funding shares to meet LCTOP's primary goal, which is to reduce greenhouse gas emissions.*

## **XIII. Transportation Network Companies/Taxicab Services**

### **AB 939 (Low, D-Saratoga) Local Government: Taxicab Transportation Services (Chapter 472, Statutes of 2018)**

AB 939 implements technical corrections to AB 1069 (Chapter 753, Statutes of 2017), which created a new framework for permitting and regulating taxicabs. Under AB 1069, only certain cities and counties where taxicabs are “substantially located” were permitted to regulate taxicabs, unless the cities enter into a JPA or enter into an agreement with a transit agency for administering or regulating taxicabs. Among its technical corrections, AB 939, modifies the definition of “substantially located” by stating that a taxicab company is substantially located within a city or county if that company has a primary business address within that city or county’s jurisdiction, or if the total number of prearranged and non-prearranged trips that originate within that jurisdiction account for the largest share of the taxicab company’s total trips. Allows a city or county to enter into an agreement to form a JPA to regulate or administer taxicab companies that are substantially located within the jurisdictional boundaries of the JPA. Provides that a taxicab company is substantially located within the jurisdictional boundaries of the JPA or transit agency if it is substantially located within one of the parties to the JPA or agreement with a transit agency.

#### **OCTA Position – Monitor**

Impact on OCTA: *While AB 939 cleans up some provisions under AB 1069, it did not substantially change the process of regulating taxis and does not have a significant effect on future plans for the Orange County Taxi Administration Program (OCTAP), which coordinates taxicab service, permitting, and other administrative functions, and is currently administered by OCTA on behalf of the cities and the County of Orange. Pursuant to AB 1069 and AB 939, as well as discussions between OCTAP stakeholders and member agencies, OCTA will take the steps necessary to continue to administer OCTAP on behalf of the member agencies for two years, beginning January 1, 2019. Furthermore, OCTA will work with member agencies and the taxi industry to determine what a newly structured OCTAP will look like. Should an agency decide not to enter into this agreement or delay action, they do so at their own risk with respect to state law.*

**AB 2986 (Cunningham, R-San Luis Obispo) Transportation Network Companies: Disclosure of Participating Driver Information (Chapter 286, Statutes of 2018)**

AB 2986 requires a TNC to provide the driver's first name and picture, an image of the make and model of the driver's vehicle, and the license plate number of the driver's vehicle to a passenger on its online-enabled application at the time the passenger is matched with a driver.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

**SB 1014 (Skinner, D-Berkeley) California Clean Miles Standard and Incentive Program (Chapter 369, Statutes of 2018)**

SB 1014 establishes the California Clean Miles Standard and Incentive Program, which would require, by January 1, 2020, that the ARB establish a baseline for GHG emissions for vehicles used in online-enabled applications or platforms developed by TNCs on a per-passenger-mile basis. SB 1014 requires that the CPUC implement annual GHG emissions targets for TNCs, established by the ARB, starting on January 1, 2021. Starting on January 1, 2022, each TNC must develop a GHG emissions reduction plan every two years that includes proposals on how to meet the targets and goals for reducing GHG emissions established pursuant to the bill.

OCTA Position – *Monitor*

Impact on OCTA: *SB 1014 subjects TNCs to the GHG emission targets set by the ARB. Actions taken by the ARB as a result of these targets could help the region meet its emissions reductions goals and may provide insight on targets for other vehicle types.*



**SB 1080 (Roth, D-Riverside) Transportation Network Companies: Driver Requirements and Identification  
(Chapter 511, Statutes of 2018)**

SB 1080 allows a nonresident active duty military member or a nonresident dependent of an active duty military member to drive for a TNC if they possess a valid driver's license in the state in which they reside. Requires the TNC to obtain and review the driving history report from the state that issued the individual's driver's license before permitting the individual to act as a participating driver.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

**SB 1376 (Hill, D-San Mateo) Transportation Network Companies: Accessibility for Persons with Disabilities  
(Chapter 701, Statutes of 2018)**

Requires the CPUC to develop regulations regarding accessibility for disabled persons, including wheelchair users who need a wheelchair-accessible vehicle (WAV). Specifically requires the CPUC to conduct a minimum of five workshops with relevant stakeholders starting January 1, 2019, to determine the demand for WAVs and provide recommendations regarding the establishment of geographic areas with a demand for WAVs. Assesses a minimum five cent fee by July 1, 2019, on each TNC ride originating in geographic areas with a demand for WAVs, to be deposited in a TNC Access for All Fund, which this bill creates. Requires the funds to be used to provide on-demand accessible transportation services for persons with disabilities on a competitive basis. Provides exemptions and offsets for TNCs if they provide WAV services and meet accessibility standards and allows TNCs to be eligible for funds if they do. Also requires the CPUC to distribute funds on a competitive basis to access providers that establish on-demand transportation programs or partnerships that meet the needs of persons with disabilities. Requires access providers that obtain monies from the TNC Access for All fund to submit quarterly reports to the CPUC on access services provided. Sunsets on January 1, 2026.

OCTA Position – *Monitor*

Impact on OCTA: *OCTA as a relevant stakeholder will be allowed to participate and provide input in the workshops required under SB 1376. Furthermore, OCTA as a paratransit provider, may be eligible to compete for future funds deposited in the TNC Access for All Fund to provide on-demand accessible transportation services. In addition, SB 1376 prioritizes establishing TNC accessibility requirements, which is consistent with prior CPUC decisions and research recommendations.*

## **XV. Other Legislation**

### **AB 709 (McCarty, D-Sacramento) Sacramento Regional Transit District (Chapter 522, Statutes of 2018)**

AB 709 amends the district boundaries of the Sacramento Regional Transit District (SacRT) so that the service area is the County of Sacramento. The bill also amends the definition of a quorum for SacRT board meetings and authorizes SacRT to contract for the provision of transit facilities and services. Finally, the bill modifies the existing taxing authority of SacRT, allowing the agency to impose a retail transactions and use tax in increments of one-eighth of one percent as opposed to the one-quarter and one-half percent rate in current law.

### **AB 1205 (Jones-Sawyer, D-Los Angeles) Los Angeles County Metropolitan Transportation Authority (Chapter 473, Statutes of 2018)**

AB 1205 would end, on January 1, 2024, the current statutory authority of LA Metro to set aside work for small business enterprises. The bill also caps the number of contracts that can be awarded using this authority before it sunsets to 20. AB 1205 also requires reports to the Legislature by the end of calendar years 2020 and 2023 regarding awards made under this authority.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

### **AB 1925 (Choi, R-Irvine): Vehicles: Unsafe, Unsecured Load (Chapter 124, Statutes of 2018)**

This bill requires the DMV, on at least 20 percent of its written driving tests, to include at least one question that tests the applicant's knowledge on unsecured vehicle loads that may create a severe traffic safety hazard for other motorists.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes, operators of OCTA vehicles should be aware of the provisions in AB 1925. The author's intent is to raise awareness and hopefully prevent accidents related to unsecured loads on vehicles*

### **AB 3177 (Chavez, R-Oceanside) North County Transit District: Contracting (Chapter 554, Statutes of 2018)**

AB 3177 sets specific thresholds at which the North County Transit District must award contracts to the lowest bidder. Whereas current law requires that contracts in excess of \$10,000 be awarded to the lowest bidder, AB 3177 sets the threshold for contracts to acquire or lease equipment at \$100,000. In addition, the bill authorizes certain expenditures to alleviate damage and ensure that operations are consistent with state and federal regulations regarding public transportation services.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**ACR 149 (Choi, R-Irvine): Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway  
(Chapter 144, Statutes of 2018)**

ACR 149 would designate the portion of the Interstate 5 (I-5) from northbound Tustin Ranch Road to southbound Tustin Ranch Road in the City of Tustin as the Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway. Instructs Caltrans to erect proper signage upon receiving donations from nonstate sources sufficient to cover the cost.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**ACR 188 (Quirk-Silva, D-Fullerton) Colonel Young Oak Kim, Memorial Highway  
(Chapter 122, Statutes of 2018)**

ACR 188 designates the I-5 freeway from the Los Angeles county border to the SR-91 interchange as the Colonel Young Oak Kim, United States Army, Memorial Highway, and instructs Caltrans to erect proper signage upon receiving donations from nonstate sources sufficient to cover the cost.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 1151 (Bates, R-Laguna Niguel) Neighborhood Electric Vehicles: County of San Diego  
(Chapter 564, Statutes of 2018)**

SB 1151 authorizes the City and County of San Diego to establish a neighborhood electric vehicle (NEV) transportation plan until January 1, 2029, by ordinance or resolution. Requires the plan to include various elements, but not limited to, route selections, coordination with other modes of transportation, special access points, parking facilities, special markings and signage, electrical charging stations, community involvement in planning, long-range transportation planning, and a map showing the NEV lane network. Requires the entity that adopts a NEV plan to submit a report about the effectiveness of the plan to the Legislature within two years of adoption in consultation with the San Diego Association of Governments, Caltrans, CHP, and local law enforcement agencies. Defines a NEV as a low-speed vehicle.

OCTA Position – *Monitor*

Impact on OCTA: *For informational purposes.*

**SB 1387 (Beall, D-San Jose): Vehicles: License Plate Pilot Programs  
(Chapter 520, Statutes of 2018)**

SB 1387 extends the sunset date to January 1, 2020, of authorized DMV pilot programs exploring the use of alternatives to stickers, tabs, license plates, and registration cards.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SCR 136 (Newman, D-Fullerton): Infrastructure Week  
(Chapter 87, Statutes of 2018)**

SCR 136 designates the week of May 14 to 20, 2018, as Infrastructure Week. It urges the citizens of the State of California to observe and participate in Infrastructure Week through the planning of events and commemorations.

OCTA Position -- Monitor

Impact on OCTA: *For informational purposes.*