



Orange County Transportation Authority

Board Agenda

Monday, July 28, 2025 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Valerie Amezcua
Katrina Foley
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
John Stephens
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

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

Public Availability of Agenda Materials

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

BOARD MEETING AGENDA

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Invocation

Director Stephens

Pledge of Allegiance

Director Sarmiento

Closed Session

There are no Closed Sessions scheduled.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolution of Appreciation for Employees of the Month

Overview

Present Orange County Transportation Authority resolutions of Appreciation to Khorey Perry, Coach Operator, Resolution No. 2025-065; Juan Lopez Saldana, Maintenance, Resolution No. 2025-066; and Maria Brennan, Administration, Resolution No. 2025-067 as Employees of the Month for July 2025.

BOARD MEETING AGENDA

2. **Adopt Resolution No. 2025-068 and Authorize the Chief Executive Officer to Take all Necessary Actions to Address the Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision**

Jason Lee/James G. Beil

Overview

The four reinforcement areas identified in the Coastal Rail Resiliency Study adjacent to the Orange County Transportation Authority-owned railroad right-of-way, in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, have continued to experience coastal erosion and the hillside continues to move incrementally, posing an imminent threat to the railroad corridor and public safety if immediate necessary actions are not taken to mitigate the threat. Measures must be taken immediately to stabilize the track and maintain passenger and freight rail service.

Recommendation(s)

- A. Adopt Resolution No. 2025-025 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.
- B. Authorize the Chief Executive Officer to take any and all necessary actions in regard to agreements with partner public agencies to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision.

Attachments:

[Presentation](#)

[Supplemental Information](#)

Consent Calendar (Items 3 through 11)

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

Orange County Transportation Authority Consent Calendar Matters

3. **Approval of Minutes**

Clerk of the Board

Recommendation(s)

Approve the minutes of the July 14, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

[Minutes](#)

BOARD MEETING AGENDA

4. **Fiscal Year 2024-25 Internal Audit Plan, Fourth Quarter Update**

Janet Sutter

Overview

The Orange County Transportation Authority Board of Directors adopted the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan on July 22, 2024. This update is for the fourth quarter of the fiscal year.

Recommendation(s)

Receive and file the fourth quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. **Orange County Transportation Authority Investment and Debt Programs Report - May 2025**

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending May 31, 2025. The report has been reviewed and is consistent with the investment practices contained in the investment policy.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

BOARD MEETING AGENDA

6. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A support position is recommended related to legislation that would expand existing prohibitions on obstructing license plates. This report also includes an update on state budget activities and the repeal of the California Air Resources Board's In-Use Locomotive Regulation.

Recommendation(s)

Adopt a SUPPORT position on AB 1085 (Stefani, D-San Francisco), which would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

7. Federal Legislative Status Report

Alexis Carter/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on the approval of the budget reconciliation bill, a summary of a letter from Orange County elected officials related to restoring the formula suballocation process for the State Transportation Block Grant program and the Congestion Mitigation and Air Quality program, and an overview on a report submitted to Congress examining commuter rail in the United States post-pandemic. Additionally, a summary of two letters from United States Transportation Secretary Sean Duffy to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles.

Recommendation(s)

Receive and file as an information item.

Attachments:

BOARD MEETING AGENDA

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

8. **Agreements for Health Insurance Services**

Bea Maselli/Maggie McJilton

Overview

The Orange County Transportation Authority currently maintains agreements with various companies to provide medical, dental, vision, life, accidental death and dismemberment, disability, and supplemental life plans for administrative employees, Board Members, and employees represented by the Transportation Communications Union and by Teamsters Local 952. These agreements expire on December 31, 2025. Staff is presenting recommendations for medical, dental, vision, life, accidental death and dismemberment, disability, and supplemental life insurance, as well as leave administration for the calendar year 2026.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3649 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Kaiser Permanente Health Plan, Inc., on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Kaiser Permanente Health Plan, Inc. premium cost will vary in accordance with actual enrollment.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3650 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Anthem Blue Cross health maintenance organization premium costs will vary in accordance with actual enrollment.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3651 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for preferred provider organization medical services through December 31, 2026. The annual 2026 Anthem Blue Cross preferred provider organization premium costs will vary in accordance with actual enrollment.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3652 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for a consumer-driven health plan through December

BOARD MEETING AGENDA

- 31, 2026. The annual 2026 Anthem Blue Cross consumer-driven health plan premium costs and health savings account expenses will vary in accordance with actual enrollment.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3670 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost-per-employee basis, for preferred provider organization dental services through December 31, 2026. The annual 2026 Delta Dental preferred provider organization premium costs will vary in accordance with actual enrollment.
 - F. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-1-2995 between the Orange County Transportation Authority and Delta Dental, on a cost-per-employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.
 - G. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3672 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost-per-employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.
 - H. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3671 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Vision Service Plan, on a cost-per-employee basis, for vision services through December 31, 2026. The annual 2026 vision services premium costs will vary in accordance with actual enrollment.
 - I. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Purchase Order No. C-7-1897 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide life and accidental death and dismemberment insurance through December 31, 2026. The annual 2026 life and accidental death and dismemberment premium costs will vary in accordance with actual volume in the plan.
 - J. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1898 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide supplemental life and accidental death and dismemberment insurance to employees at their own expense through December 31, 2026.

BOARD MEETING AGENDA

- K. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1899 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide short-term and long-term disability insurance through December 31, 2026. The annual 2026 short-term and long-term disability premium costs will vary in accordance with actual volume in the plan.
- L. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1900 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya with ComPsych to provide employee leave administration through December 31, 2026.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

[Attachment G](#)

[Attachment H](#)

[Attachment I](#)

[Attachment J](#)

[Attachment K](#)

[Attachment L](#)

[Attachment M](#)

[Attachment N](#)

[Attachment O](#)

[Attachment P](#)

[Presentation](#)

BOARD MEETING AGENDA

Orange County Transit District Consent Calendar Matters

9. Amendment to Agreement for the Ticket Vending Machine System for the OC Streetcar

Isaac Herrera/Andrew Oftelie

Overview

On May 23, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with INIT Innovations in Transportation, Inc. to develop, install, and implement the OC Streetcar ticket vending machine system. On February 24, 2025, the Board of Directors approved updates to the OC Streetcar project schedule and capital systems. To align with the updated schedule and ensure the ticket vending machine system meets the updated project scope and added functionality, a contract amendment with INIT Innovations in Transportation, Inc. is required. This amendment will adjust deliverables, operations, and support services in accordance with the updated implementation plan.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3279 between the Orange County Transportation Authority and INIT Innovations in Transportation, Inc., in the amount of \$373,743, to support hosting, software, and equipment maintenance based on the updated project schedule for the ticket vending machine system. This will increase the maximum cumulative payment obligation to a total contract value of \$2,660,082.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

10. Consultant Selection for Preparation of Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Sean Murdock/Andrew Oftelie

Overview

On January 13, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals for consultant services for the preparation of plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendation(s)

A. Approve the selection of Stantec Architecture Inc., as the firm for preparation of plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-

BOARD MEETING AGENDA

2654 between the Orange County Transportation Authority and Stantec Architecture Inc. for the preparation of plans, specifications, and estimates for improvements to Orange County Transportation Authority headquarters property.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

11. Agreement for Paratransit and Microtransit Software

Jack Garate/Johnny Dunning, Jr.

Overview

On July 8, 2024, the Board of Directors approved the release of a request for proposals to select a firm to provide paratransit and microtransit software. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for this software.

Recommendation(s)

- A. Approve the selection of Spare Labs Inc. as the firm to provide paratransit and microtransit software.

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3930 between the Orange County Transportation Authority and Spare Labs Inc., in the amount of \$969,524, for a two-year initial term with one, five-year option term to provide paratransit and microtransit software.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Regular Calendar

There are no Regular Calendar matters.

BOARD MEETING AGENDA

Discussion Items

12. Public Comments

13. Chief Executive Officer's Report

14. Directors' Reports

15. Adjournment

The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, August 25, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

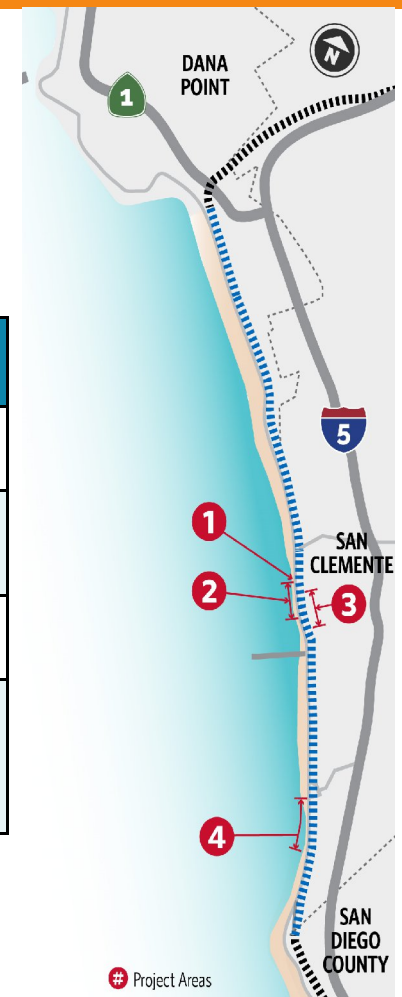
**Adopt Resolution No. 2025-068 and Authorize the
Chief Executive Officer to Take all Necessary Actions to
Address the Emergency Need for Railroad Track
Stabilization in the Vicinity of Mile Post 203.83 to 204.40
and 206.00 to 206.70 on the Orange Subdivision**

Coastal Rail Stabilization Priority Project

- Four priority reinforcement areas were identified in January 2024
- Proposed solutions evaluated at a preliminary design level considering different materials, performance, costs, methods, and schedule

Area	Location (MP)	Challenge	Proposed Solutions
1	203.80 – 203.90	Ongoing deterioration of existing riprap protection	Riprap repair (900 tons/600 CY) followed by sand nourishment
2	204.00 – 204.40	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Riprap repair (6,750 tons/4,500 CY) followed by sand nourishment
3	204.07 – 204.34	Steep bluffs with high potential for failure that could impact rail infrastructure	1,400-ft catchment structure
4	206.00 - 206.10 206.42 - 206.70	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Riprap repair (2,100 tons/1,400 CY) and 1,200-ft shoreline protection structure followed by sand nourishment

MP – Mile Post
CY – Cubic Yard



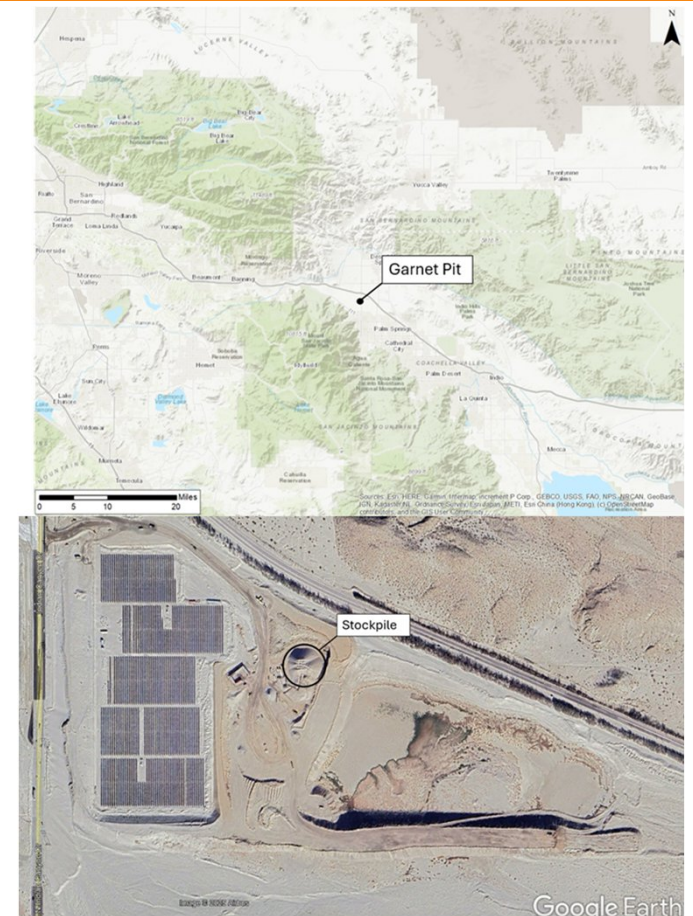
Areas 1 and 2 Riprap Repair Activities

- All construction activities have been completed
- Passenger rail service resumed on June 7, 2025
- Provided responses to the California Coastal Commission (CCC) on Emergency Coastal Development Permit (eCDP) conditions of approval for Areas 1 and 2 which included:
 - Revetment as-built plans
 - Sand and revetment monitoring plans
 - Sand nourishment update
 - California State Transportation Agency commitment letter to perform potential railroad relocation analysis
 - Correspondence on habitat mitigation and monitoring plan
 - Nesting birth monitoring and avoidance memorandum (April 23, 2025 and April 28, 2025 surveys)



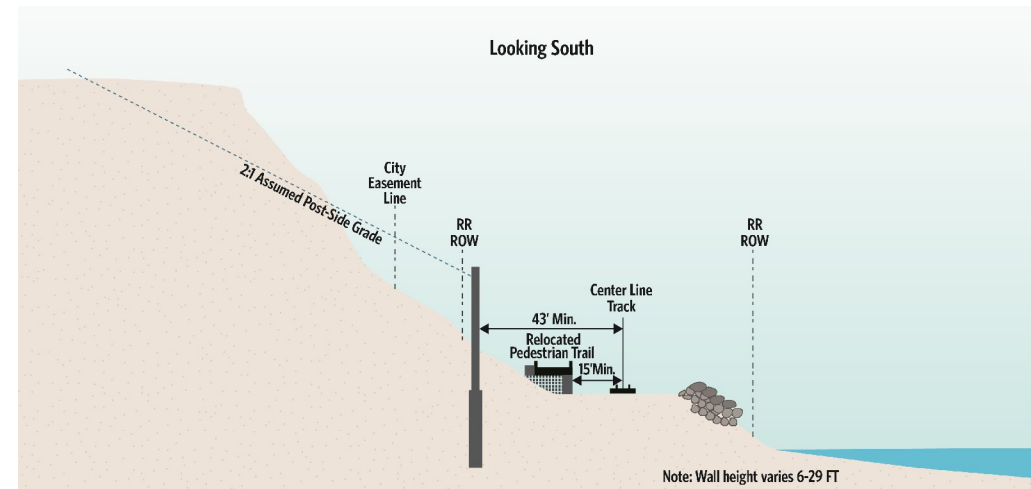
North Beach and Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place ~6,500 CY of sand in Area 1 and North Beach, outside of the United States Army Corps of Engineers' (USACE) jurisdiction
- Ongoing coordination with Orange County Water District (OCWD) on availability of Prado Dam basin material
 - OCWD will environmentally clear, excavate, and move material from Prado Dam basin to nearby stockpile site in fall 2025
- Commercial sand pit (Garnet Pit) located near the City of Palm Springs has sand available immediately
 - Sampled and tested sand from the Garnet Pit and obtained approval for use from the Dredging Material and Management Team
- OCTA is coordinating with Southern California Regional Rail Authority (SCRRA) for right-of-entry permit, California State Lands Commission, USACE, and CCC on permitting, letter of permission, or waiver needs
- OCTA surveyed the latest beach conditions and is preparing sand placement plans and specifications for the initial sand placement for submittal to CCC
- This initial sand placement is part of the larger effort for placing 240,000 CY of sand nourishment for Areas 1 and 2 approved by the CCC



Area 3 Mariposa Catchment Wall Activities

- California Transportation Commission allocated \$92.231 million
- The Federal Railroad Administration (FRA) issued categorically excluded (CE) under the National Environmental Policy Act
- FRA approved pre-award federal obligational authority to cover expenditures incurred since approval of the CE on June 3, 2025
- Contract executed and Notice to Proceed issued on June 17, 2025, to design-build contractor, Condon Johnson & Associates (CJA)
 - 65 percent design package review is complete
 - Structural steel column order made by CJA (critical)
 - CJA working on 100 percent design package
- Cooperative agreement for construction support finalized with SCRRA (execution underway)
- Ongoing design and wall aesthetics meetings with SCRRA and the City of San Clemente (City)
- Preparing wall aesthetics and contractor proposed soil nail shoring submittals for CCC approval



RR – Railroad
ROW – Right-of-Way

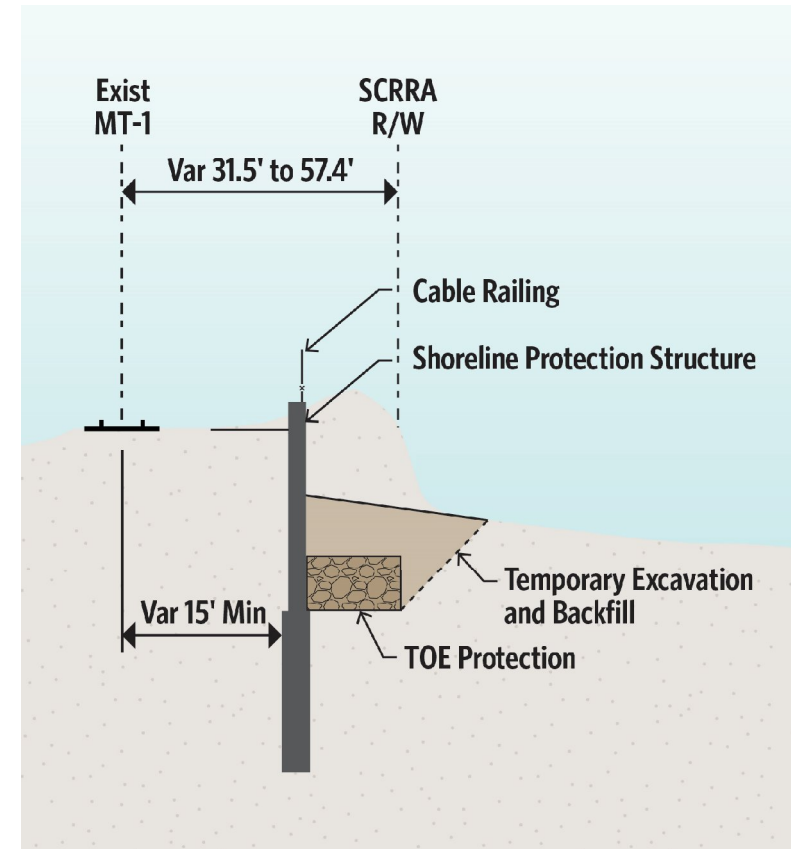
Concept as of July 2025, subject to change with design refinement

Area 3 Catchment Wall



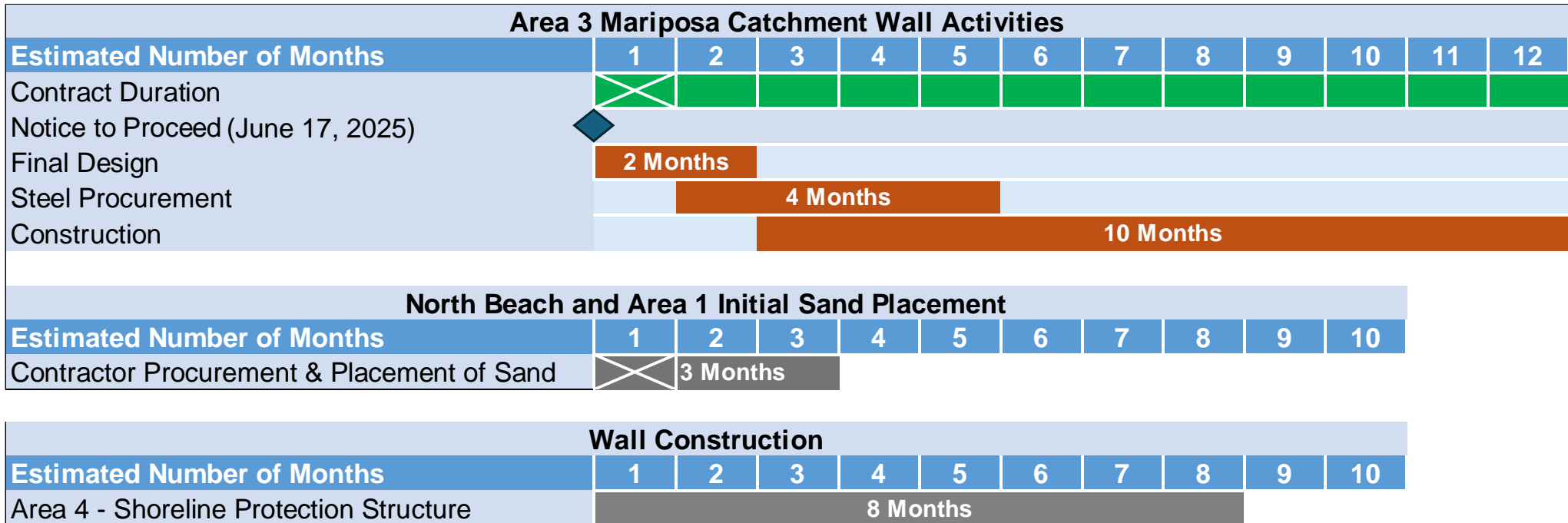
Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no eCDP will be issued
- Resumed prior efforts to complete the pending CDP from 2024 and submitted responses on June 30, 2025, and seek opportunities to expedite review and approval
- Resubmitted the draft coastal erosion modeling report to address CCC comments
- Planning for geotechnical field investigations in preparation for conceptual design
- CCC to consider Area 4 CDP at future CCC meeting (date to be determined)



Area 4 – Shoreline Protection Structure

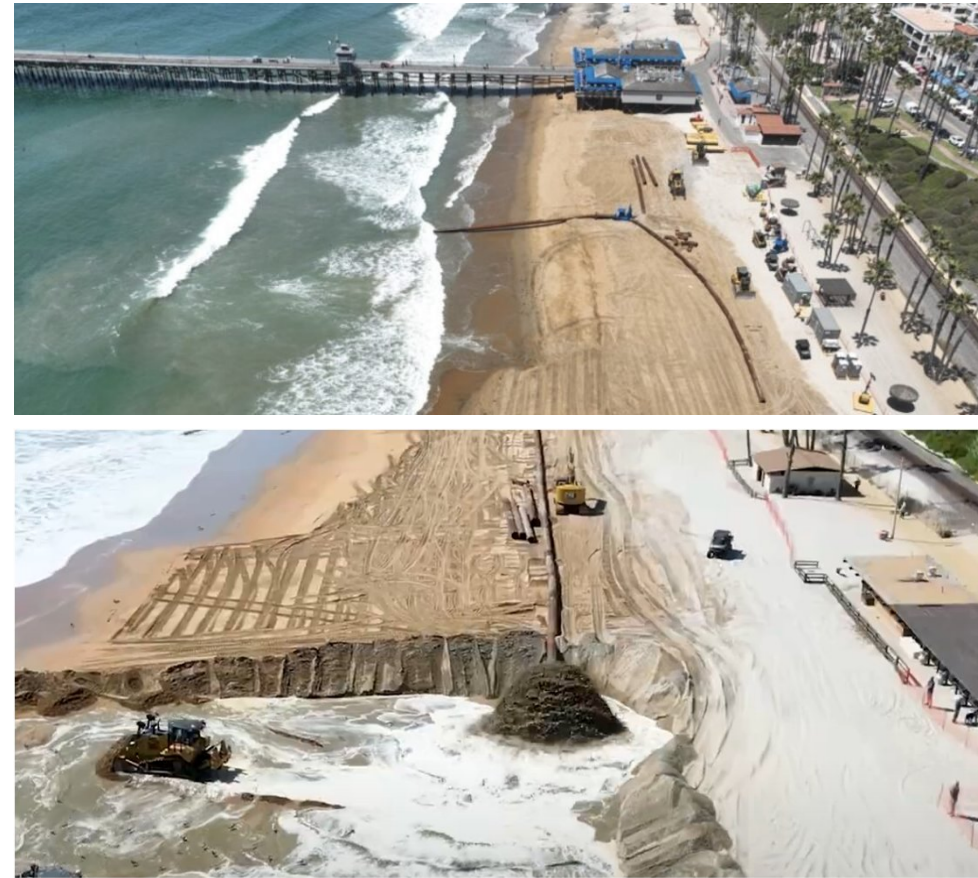
Estimated Schedule



Areas 1, 2, and 4 Overall Sand Nourishment Schedule is TBD depending on environmental and permit approvals

Sand Nourishment

- Received eight responses to Request for Information for sand dredging and placement on May 5, 2025; responsiveness review completed
- Met with responsive proposers Manson, Kiewit, Dutra, and Great Lakes Dredge & Dock on their proposals
- Recommendation memo on prospective contractors under review
- OCTA is securing environmental clearance for offshore source dredging and placement of sand for Areas 1, 2, and 4.
- OCTA is utilizing previous studies by the City to streamline the process, and the collaborative City offshore sand exploration is scheduled for August 2025, weather conditions permitting
- Marine environmental studies for beach nourishment is underway
- Preliminary schedule (subject to change):
 - Environmental and final design approvals: Anticipated Q4 of 2026
 - Procure sand placement contractor: Anticipated Q4 of 2026
 - Bids Due Date: Anticipated Q4 of 2026
 - Contract Award and Notice to Proceed: Anticipated Q1 of 2027
 - Project Completion: Anticipated in 2027



Pictures from San Clemente Sand Replenishment Project

Recommendation

- § Adopt Resolution No. 2025-068 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.
- § Authorize the Chief Executive Officer to take any and all necessary actions regarding agreements with partner public agencies to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision.

RESOLUTION NO. 2025-068

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT AN EMERGENCY CONDITION EXISTS AND IMMEDIATE ACTION IS REQUIRED TO PRESERVE THE PROPERTY OF THE AUTHORITY AND PREVENT AN IMMEDIATE TERMINATION OF A CRITICAL AUTHORITY FUNCTION SUCH THAT PROCUREMENT OF EQUIPMENT, SERVICES, AND SUPPLIES FOR THOSE PURPOSES WITHOUT GIVING NOTICE FOR BIDS TO LET CONTRACTS IS REQUIRED

WHEREAS, the Orange County Transportation Authority (OCTA) is the owner of the certain rail right-of-way known as the Orange Subdivision (Rail Right-of-Way) of the Los Angeles-San Diego- San Luis Obispo (LOSSAN) Rail Corridor (Corridor), a portion of which is located in the cities of Dana Point, San Clemente, and San Juan Capistrano.

WHEREAS, the Rail Right-of-Way and the entire rail Corridor represent the only rail connection between San Diego, Orange, and Los Angeles Counties and is of state-wide and national importance; and

WHEREAS, since 2021, the operations of the Rail Right-of-Way and the Corridor have been forced to shut down on multiple occasions because of coastal bluff erosion, dry beach loss, and geologic landslide bluff failures. Over the past year, additional landslides, continued hillside instability, and additional beach and railroad embankment erosion has been observed that poses imminent risk to the railroad service life and property; and

WHEREAS, the past closures have severed the only rail connection between San Diego County and the rest of the nation, affecting millions of annual passengers and impacting more than \$1 billion in annual freight movement. Additionally, the Corridor plays a crucial role in the nation's Strategic Rail Corridor Network by supporting military logistics, freight movement, and passenger transportation, ensuring connectivity between key military installations and commercial hubs along the west coast; and

WHEREAS, for each failure of the rail line, costs to interested parties mount. For the LOSSAN Rail Corridor Agency, which OCTA is a member of and managing agency for, closures have resulted in a net loss of \$14 million to the Amtrak Pacific Surfliner service, which includes emergency bus bridges costing up to \$100,00 per day. In addition, OCTA has spent more than \$37 million to date on emergency fixes in the known ancient landslide area. Freight shipments crucial to the regional economy and military logistics have also faced significant delays; and

WHEREAS, OCTA has addressed the ongoing emergencies as they have occurred and through a comprehensive process, four (4) additional areas have been identified that are under imminent threat which require immediate action to prevent loss of property and essential public rail services, as well as for the protection of life and public safety to avoid catastrophic bluff failures and other damage to the Rail Right-of-Way and the Corridor; and

WHEREAS, those four (4) additional areas are defined as Area 1: Mile Post (MP) 203.83 to 203.90, Area 2: MP 204.00 to 204.40, Area 3: MP 204.07 to 204.34, and Area 4: MP 206.00 to 206.70; and

WHEREAS, based on the foregoing, OCTA must take immediate action to develop measures to protect the Rail Right-of-Way and the Corridor; and

WHEREAS, this emergency circumstance will not permit the delay that would result from a competitive solicitation for bids; and

WHEREAS, Public Contract Code Section 22050 authorizes OCTA, in the case of an emergency, to repair or replace a public facility, take any action directly related or required by that emergency, and to procure the necessary equipment, services, and supplies for those purposes, without giving notice for bid or letting of contracts pursuant to the Public Contract Code; and

WHEREAS, said action requires a four-fifths vote of OCTA's Board of Directors in order to delegate the emergency authority to its Chief Executive Officer; and

NOW, THEREFORE, BE IT RESOLVED, by at least a four-fifths vote of OCTA's Board of Directors under Public Contract Code Section 22050, OCTA does hereby find and determine as follows:

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

Section 2. Findings. OCTA hereby finds, determines, and declares each of the following:

(a) The Rail Right-of-Way and the Corridor represent the only rail connection between San Diego, Orange, and Los Angeles Counties and is of state-wide and national importance; and

(b) Additional landslides, continued hillside instability, and additional beach and railroad embankment erosion has been observed that poses imminent risk to the Rail Right-of-Way and the Corridor and railroad service life and property; and

(c) Past closures due to landslides, continued hillside instability and additional beach and railroad embankment erosion have severed the only rail connection between San Diego County and the rest of the nation, affecting millions of annual passengers and impacting more than \$1 billion in annual freight movement; and

(d) The continued landslides, hillside instability, and additional beach and railroad embankment within the Rail Right-of-Way and Corridor constitutes an emergency circumstance that requires immediate action; and

(e) This emergency circumstance will not permit the delay that would result from a competitive solicitation for bids under the Public Contract Code.

Section 3. Acquisition of Necessary Equipment, Services, and Supplies. Pursuant to OCTA set forth in Public Contract Code Section 22050, OCTA's Chief Executive Officer is hereby authorized to take any directly related and immediate action required to address the emergency circumstance detailed herein and to procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.

Section 4. Review of Emergency Circumstance. Pursuant to Public Contract Code Section 22050, OCTA's Board of Directors shall review the circumstance set forth herein and shall terminate said emergency circumstance when the need to continue said action no longer exists.

Section 5. Effective Date. This Resolution No. 2025-068 shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this 28th day of July 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

DOUG CHAFFEE, CHAIR
ORANGE COUNTY TRANSPORTATION AUTHORITY

This RESOLUTION was entered into
at a meeting of the Orange County
Local Transportation Authority held
July 28, 2025, in Orange, California.

ATTEST:

ANDREA WEST
CLERK OF THE BOARD

APPROVED AS TO FORM:

JAMES M. DONICH
GENERAL COUNSEL

CERTIFICATE OF THE CLERK OF THE BOARD OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

I, Andrea West, Clerk of the Board of the Orange County Transportation Authority (OCTA), hereby certify that the foregoing is a full, true and correct copy of a resolution duly adopted at a meeting of the governing board of OCTA duly and regularly held in the City of Orange, California, on July 28, 2025, of which meeting all of the members of OCTA had due notice.

I further certify that I have carefully compared the foregoing copy with the original minutes of said meeting on file and of record in my office, that said copy is a full, true, and correct copy of the original resolution adopted at said meeting and entered in said minutes, and that said resolution has not been amended, modified, rescinded or revoked in any manner since the date of its adoption, and the same is now in full force and effect.

I further certify that an agenda of said meeting was posted at least 72 hours before said meeting at a location in the City of Orange, California, freely accessible to the public and a brief general description of the resolution to be adopted at said meeting appeared on said agenda.

IN WITNESS WHEREOF, I have executed this certificate hereto as of this date, July 28, 2025.

By: _____
Its: ANDREA WEST
 CLERK OF THE BOARD



Call to Order

The July 14, 2025, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Vice Chair Federico at 9:30 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present: Jamey M. Federico, Vice Chair
Valerie Amezcua
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
John Stephens
Kathy Tavoularis
Mark Tettermer
Lan Zhou, Ex-Officio

Directors Absent: Doug Chaffee, Chair
Katrina Foley
Tam T. Nguyen
Vicente Sarmiento
Donald P. Wagner

Staff Present: Darrell E. Johnson, Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist
Cassie Trapesonian, Assistant General Counsel

Special Calendar

1. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision

James G. Beil, Executive Director of Capital Programs, provided a presentation.

No action was taken on this item.

Consent Calendar (Items 2 through 14)

2. Approval of Minutes

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to approve the minutes of the June 23, 2025, Orange County Transportation Authority and affiliated agencies' regular meeting.

3. Orange County Transportation Authority Internal Audit Department Fiscal Year 2025-26 Internal Audit Plan

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve the proposed Orange County Transportation Authority Internal Audit Department Fiscal Year 2025 26 Internal Audit Plan.
- B. Direct the Executive Director of the Internal Audit Department to provide quarterly updates on the Orange County Transportation Authority Internal Audit Department Fiscal Year 2025 26 Internal Audit Plan.

4. Project Controls, Internal Audit Report 25-513

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to direct staff to implement one recommendation provided in Project Controls, Internal Audit Report No. 25-513.

5. Fiscal Year 2024-25 Third Quarter Budget Status Report

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to receive and file as an information item.

6. Competitive Grant Programs - Update and Recommendations

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve one scope modification request from the City of Yorba Linda for the Connect Savi Ranch Project funded through the 2023 Orange County Complete Streets Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above.

7. Approval to Issue Request for Proposals for Bus Stop Electronic Signage Expansion Project

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 5-4117 to select a firm to develop and implement real-time arrival signage at various bus stop locations.
- B. Approve the release of Request for Proposals 5-4117 for the development and implementation of real-time arrival signage at various bus stop locations.

8. Amendment to Agreement for Transit Training Services

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C 2 2187 between the Orange County Transportation Authority and Mobility Management Partners, Inc. to exercise the option term in the amount of \$778,384, to continue providing transit training services effective August 1, 2025, through July 31, 2027. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,895,188.

Director Janet Nguyen abstained from voting on this item.

9. Approval to Release Request for Proposals for Streetcar Security Officer Services

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 5-3875 to select a firm to provide streetcar security officer services on the Orange County Streetcar System.
- B. Approve the release of Request for Proposals 5-3875 for streetcar security officer services on the Orange County Streetcar System.

10. Approval to Release Request for Proposals for Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 5-4158 for the selection of a consultant to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
- B. Approve the release of Request for Proposals 5-4158 to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

11. Approval to Release Invitation for Bids for Construction of the Inland Slope Rehabilitation Phase II Project

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to approve the release of Invitation for Bids 4 2666 for the construction of the Inland Slope Rehabilitation- Phase II project.

12. Cooperative Agreement with the Southern California Regional Rail Authority and the City of San Clemente to Replace and Rehabilitate the Pedestrian Audible Warning System

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4115 between the Orange County Transportation Authority, the Southern California Regional Rail Authority, and the City of San Clemente.
- B. Authorize the use of up to \$1,818,000 in SB 125 (Chapter 54, Statutes of 2023) Transit Program for the replacement and rehabilitation of the controller system for the Pedestrian Audible Warning System Rehabilitation Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

13. Comprehensive Transportation Funding Programs Semi Annual Review - March 2025

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to:

- A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable Project V cooperative agreements.

14. Measure M2 Eligibility Review Recommendations

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving Measure M2 net revenues.

Regular Calendar

15. Federal Fiscal Year 2026-2027 and 2027-2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Program Project Prioritization Recommendations

Adriann Cardoso, Department Manager, Programming, and Ben Ku, Section Manager, Formula Funding, provided a presentation.

A motion was made by Director Amezcua, seconded by Director Hennessey, and declared passed by those present to

- A. Approve the federal fiscal year 2026 2027 and 2027 2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program project prioritization recommendations.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.
- C. Authorize the Chief Executive Officer or his designee to provide concurrence on future project scope changes, extension requests, and substitutions in order to preserve funding for Orange County projects.

Discussion Items

16. Public Comments

Public comments were received by:

- Josh
- Izzy
- Karen Nolta
- Mazutl T. Tepehyolotzin

17. Chief Executive Officer's Report

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

- The Orange County Transportation Authority (OCTA) received the Achievement of Excellence in Procurement Award from the National Procurement Institute for the 15th consecutive year.
- The OC Fair Express is returning this year for a safe, affordable, and sustainable trip to the OC Fair.
- OCTA will hold two public meetings regarding long-term protection for public rail.

18. Directors' Reports

Director Amezcua noted that the issue of Immigration and Customs Enforcement on OCTA buses was discussed at the July 10, 2025, Transit Committee meeting, in which Committee Members asked Mr. Johnson, CEO to report on posting Know Your Rights information on OCTA buses.

Director Zhou reported that the California Department of Transportation had achieved 100% annual delivery and thanked OCTA's project delivery team for their partnership.

Director Janet Nguyen asked public commenter Karen Nolta to contact her office regarding the issues on Seal Beach highways. She reiterated Director Amezcua's statement regarding the Transit Committee meeting.

Director Leon inquired about the current process for posting Public Service Announcements and educational messaging on OCTA buses.



19. Adjournment

The meeting adjourned at 10:11 a.m.

The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, July 28, 2025

OCTA Headquarters
Board Room
550 South Main Street
Orange, California


ATTEST:

Gina Ramirez
Assistant Clerk of the Board



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Fiscal Year 2024-25 Internal Audit Plan, Fourth Quarter Update

Finance and Administration Committee Meeting of July 23, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,
and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file the fourth quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan as an information item.



July 23, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Fiscal Year 2024-25 Internal Audit Plan, Fourth Quarter Update

Overview

The Orange County Transportation Authority Board of Directors adopted the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan on July 22, 2024. This update is for the fourth quarter of the fiscal year.

Recommendation

Receive and file the fourth quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan as an information item.

Background

The Internal Audit Department (Internal Audit) is an independent appraisal function, the purpose of which is to examine and evaluate the Orange County Transportation Authority's (OCTA) operations and activities to assist management and the Board of Directors (Board) in the discharge of their duties and responsibilities.

Internal Audit performs a wide range of auditing services that include overseeing the annual financial and compliance audits, conducting operational and contract compliance reviews, investigations, pre-award price reviews, and Buy America reviews. In addition, audits initiated by entities outside of OCTA are coordinated through Internal Audit.

Discussion

The OCTA Internal Audit Department Fiscal Year (FY) 2024-25 Internal Audit Plan (Plan) reflects the status of each project as of year-end. Staff hours, as

reflected in Attachment A, represent total hours available for audit activities and are budgeted by project as a preliminary estimate of the effort required to meet the audit objectives. Actual hours spent on audit activities exceeded budgeted hours by approximately 100 hours.

For the FY 2024-25 Plan year, Internal Audit completed 44 projects, including 14 audits, 28 price reviews, and two Buy America reviews. As of June 30, 2024, two planned audits and two contingency audits are in process and will be carried over to the FY 2025-26 Plan. A planned audit of OC Streetcar vehicles was not initiated and will not be carried over to the FY 2025-26 Plan to avoid interference with ongoing legal activities.

During the fourth quarter, Internal Audit issued results of an audit of real estate administration. Based on the audit, controls over real estate administration could be improved. Five recommendations were made to develop procedures for implementing timely fair market adjustments, improve documentation of approval for negotiated lease rates, document reviews of insurance requirements, develop procedures for periodic inspection of leased properties, and implement procedures for collection of late payment fees. Management agreed to implement the recommendations.

An audit of contracted fixed-route services provided by Keolis Transit Services, LLC, was also issued and found that procurements and amendments were handled in accordance with policies and procedures, and invoice review controls are in place and operating effectively; however, recommendations were made to improve monitoring of contract performance standards and to clarify bond and insurance requirements. Management agreed to implement the recommendations.

An audit of the project controls function within the Capital Programs Division was completed and concluded that project changes are properly documented and approved, invoices are properly reviewed and approved, and project master schedules, monthly progress reports, and capital action plans are timely prepared and distributed. One recommendation was made to improve verification of consultant-billed labor hours during invoice review. Management agreed and indicated the recommendation will be implemented.

Also, during the quarter, results of required triennial audits of OCTA, the Orange County Transit District (OCTD) and Laguna Beach Municipal Transit Lines (LBMTL) for FY 2021-22 through FY 2023-24 were issued. The audits are required by the Transportation Development Act and were performed by BCA Watson Rice, LLP. The audits found OCTA and OCTD in compliance with applicable sections of the California Public Utilities Code. LBMTL was found to have met all compliance requirements except for its failure to file the required

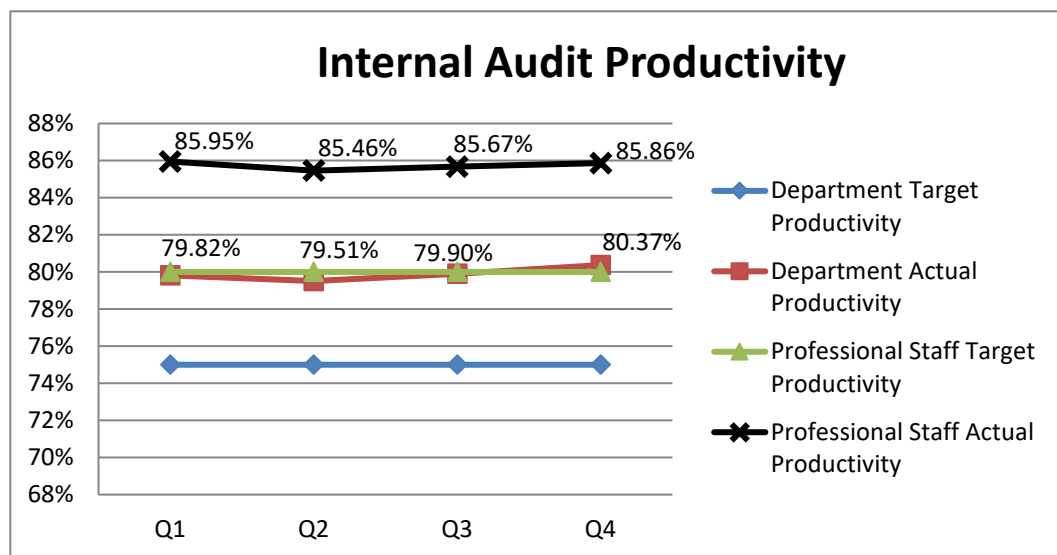
FY 2023-24 State Controller's Report within seven months of FY end. The audit of LBMTL offered three recommendations to improve implementation of its long-term goals and objectives, strengthen its reporting process, and ensure timely submissions to the State Controller's Office. Management will monitor implementation of these recommendations by LBMTL.

Finally, results of the Orange County Local Transportation Authority's (OCLTA) compliance with the Measure M2 Ordinance for the year ended June 30, 2024, and results of agreed-upon procedures (AUP) applied to determine selected jurisdictions' compliance with the Measure M2 Ordinance for the year ended June 30, 2024, were issued by the independent accounting firm, Crowe LLP. Results were presented to the Finance and Administration Committee, the Board, and the Audit Subcommittee of the Taxpayers Oversight Committee.

Internal Audit Productivity

Internal Audit measures the productivity of the department by calculating a productivity ratio. The ratio measures the amount of time auditors spend on audit projects versus time spent on administrative duties. Productivity goals are established for both the professional staff, and for the department as a whole. Because the executive director regularly participates in non-audit management activities such as Board and committee meetings, the department-wide target is set at 75 percent. The target for Internal Audit professional staff, not including the executive director, is set at 80 percent.

As of the fourth quarter, Internal Audit achieved department productivity of 80.37 percent, and the professional staff achieved productivity of 85.86 percent.



Price Reviews

At the request of the Contracts Administration and Materials Management (CAMM) Department, Internal Audit applies AUPs to single-bid procurements to ensure that CAMM handled the procurement in a fair and competitive manner. At CAMM's request, Internal Audit also applies AUPs to prices proposed by architectural and engineering firms and sole source contractors to ensure prices are fair and reasonable. During the fourth quarter, Internal Audit issued results of three price reviews.

Fraud Hotline

During the quarter ended June 30, 2025, Internal Audit received one report through OCTA's fraud hotline, however, the complaint lacked sufficient information to conduct follow-up. As part of the administration of the hotline, Internal Audit maintains documentation of each complaint and its disposition.

Findings and Recommendations Tracking

At the request of the Finance and Administration Committee, unresolved audit recommendations are included with the quarterly updates to the Plan (Attachment B). Internal Audit includes the findings and recommendations generated internally, as well as those provided by regulatory auditors and OCTA's independent financial statement auditors.

During the quarter ended June 30, 2025, Internal Audit completed follow-up reviews of 13 outstanding recommendations and concluded that ten had been adequately addressed (Attachment C). Three recommendations, from audits of physical access security, Facilities Maintenance operations, and investment manager contracts, have not yet been fully implemented and will be reviewed again within six months. Follow-up review of three other recommendations is in process as of the quarter-end. Nine recommendations were added to the listing resulting from audits issued during the quarter, as summarized above.

Summary

The Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan is being closed out. Four projects that are in process have been carried forward to the FY 2025-26 Plan.

Attachments

- A. Orange County Transportation Authority Internal Audit Department
Fiscal Year 2024-25 Internal Audit Plan, Fourth Quarter Update
- B. Outstanding Audit Recommendations, Audit Reports Issued Through
June 30, 2025
- C. Audit Recommendations Closed During Fourth Quarter, Fiscal Year 2024-25

Approved by:



Janet Sutter
Executive Director, Internal Audit
714-560-5591

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2024-25 Internal Audit Plan
Fourth Quarter Update**

ATTACHMENT A

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Mandatory External Independent Audits							
Annual Financial Audits and Agreed-Upon Procedures (AUP) Reviews	FY25-001 through FY25-005	Coordinate and report on annual financial and compliance audits and AUP reviews for FY 2023-24.	Financial	425	414	11	Complete
External Regulatory Audits	FY25-006	Coordinate and report on audits by regulatory or funding agencies.	Compliance	40	1	39	
State Triennial Review	FY24-007	Procure independent audit firm and coordinate and report on results of the required State Triennial Performance audits of the Orange County Transportation Authority (OCTA), Orange County Transit District, and Laguna Beach Municipal Transit Lines.	Compliance	220	222	(2)	Complete
Internal Audit Department Projects							
Risk Assessment and Annual Audit Plan	FY25-100	Preparation of the annual audit plan, quarterly updates to the audit plan, and periodic assessment of risk throughout the year, including monitoring the audit results of related entities.	Audit Plan and Updates	180	196	(16)	
Quality Assurance and Self-Assessment	FY25-101	Update of Internal Audit Policies & Procedures to reflect Generally Accepted Government Auditing Standards (GAGAS). Annual self assessment of the Internal Audit Department's (Internal Audit) compliance with GAGAS.	Quality Assurance	160	199	(39)	
Fraud Hotline Activities	FY25-102	Administrative duties related to maintenance of the OCTA fraud hotline and work related to investigations of reports of fraud, waste, or abuse.	Fraud Hotline	120	23	97	8 Reports Received
Peer Review	FY25-103	Participate in peer reviews of other internal audit agencies in exchange for reciprocal credit towards required peer review of OCTA's Internal Audit Department for calendar years 2022, 2023, and 2024. Report results of peer review to the Finance and Administration (F&A) Committee and the Board of Directors (Board).	Peer Review	160	109	51	Issued 2-27-25
Automated Workpaper Solution	FY25-104	System updates/training related to automated workpaper solution.	Workpaper System	40	10	30	
Internal Audits							
Organization-Wide							
Legal Services	FY25-503	Assess and test contract compliance and invoice review controls related to the contract with Woodruff and Smart for legal services.	Compliance	200	140	60	Issued 9-9-24

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2024-25 Internal Audit Plan
Fourth Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Express Lanes Program							
Operations and Management	FY24-508	Assess and test selected oversight, contract compliance, and/or invoice review controls related to the provision of services by Cofiroute USA, LLP.	Operational/ Compliance	200	433	(233)	Issued 2-3-25
Toll Integrator System	FY25-5XX	Assess and test oversight, contract compliance, and invoice review controls related to the contract with Kapsch Trafficom USA, Inc., for the design, implementation, installation, operation, and maintenance of a toll collection system for the existing 91 Express Lanes and 405 Express Lanes.	Internal Control/ Compliance	220		220	
People and Community Engagement							
Compensation	FY25-507	Assess and test policies, procedures, and controls over employee compensation actions.	Operational	320	321	(1)	Issued 1-7-25
Public Outreach - OC Streetcar	FY25-512	Assess and test oversight controls, contract compliance, and invoice review controls related to the agreement for public outreach for the OC Streetcar project.	Internal Control/ Compliance	180	384	(204)	In Process
Capital Programs							
Interstate 5 (I-5) Improvement Project: Oso Parkway to Alicia Parkway	FY25-501	Assess and test oversight controls, contract compliance, and invoice review controls related to the I-5 Improvement Project: Segment 2 - Oso Parkway to Alicia Parkway.	Internal Control / Compliance	320	271	49	Issued 10-10-24
Project Controls	FY25-513	Assess and test operating controls of the project controls function within the Capital Programs Division.	Operational	240	304	(64)	Issued 6-10-25
Real Estate Administration	FY25-506	Assess and test real estate administration and controls, including management of contracts.	Operational	240	379	(139)	Issued 4-28-25
Operations							
OC ACCESS Service	FY24-512	Assess adequacy of oversight controls and test oversight, contract compliance, and invoice review controls related to the agreement with First Transit/TransDev for OC ACCESS transportation services.	Operational / Compliance	24	18	6	Issued 8-1-24
OC Streetcar Vehicles	FY25-509	Assess and test procurement, oversight, contract, and/or invoice review controls related to the contract with Siemens for OC Streetcar vehicles.	Operational / Compliance	280	21	259	ON HOLD
Contracted Fixed Route	FY25-510	Assess adequacy of oversight controls and compliance with key provisions of the agreement with Keolis North America, performance standards measurement and reporting, and invoice review controls.	Operational / Compliance	320	352	(32)	Issued 5-14-25
Field Supervision	FY25-508	Evaluate and test field supervision activities for compliance with policies and procedures.	Operational	240	302	(62)	Issued 2-19-25

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2024-25 Internal Audit Plan
Fourth Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Finance and Administration							
Treasury	FY25-502 FY25-511	Semi-annual review of investments: compliance, controls, and reporting.	Compliance	250	364	(114)	2 Reports Issued
Budget Development and Monitoring	FY25-514	Assess and test controls over budget development, monitoring, and reporting.	Operational	240	414	(174)	In Process
Revenue Agreements	FY24-513	Assess and test controls over identification, tracking, and reporting of external revenue agreements.	Operational	60	61	(1)	Issued 7-24-24
Investment Management Contracts	FY25-504	Assess and test oversight, contract compliance, and invoice review controls related to short-term investment management services provided by Chandler Asset Management, MetLife, Payden & Rygel, and PFM Asset Management, LLC.	Operational / Compliance	180	102	79	Issued 10-11-24
Purchasing Cards	FY25-505	Assess and test controls over purchasing card activities.	Operational / Compliance	240	341	(101)	Issued 11-22-24
Price Reviews	PR25-XXX	As requested by the Contracts Administration and Materials Management (Camm) Department, apply AUP to sole source, single bid, and architectural and engineering firm proposals.	Price Review	700	607	94	28 Reports Issued
Buy America	FY25-5XX	As requested by the Camm Department, apply AUP to determine compliance with Buy America requirements.	Buy America	320	150	170	2 Reports Issued
Unscheduled Reviews and Special Requests							
Unscheduled Reviews and Special Requests	FY25-800	Time allowed for unplanned audits and requests from the Board or management.	Varies	180	5	175	
Monitoring Activities							
Measure M2 Taxpayer Oversight Committee (TOC)	FY25-601	Coordination of audit activities on behalf of the Audit Subcommittee of the TOC.	Administrative Support	50	33	17	
Metrolink Audit Activities	FY25-602	Review/monitor audit results of Metrolink activities.	Non-Audit Service	8		8	
Capital Asset Inventory Observation	FY24-604	At the request of the F&A Division, observe and apply limited procedures related to the bi-annual capital asset inventory counts.	Non-Audit Service	20	15	5	
Follow-Up Reviews							
Follow-Up Reviews and Reporting	FY25-700	Follow-up on the status of management's implementation of audit recommendations.	Follow-Up	320	448	(128)	
Total Audit Project Planned Hours				6,697			

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2024-25 Internal Audit Plan
Fourth Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
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Contingency Audits: Internal Audit

Warranty Administration	FY25-516	Assess the adequacy and effectiveness of internal controls in place for identifying, tracking, and recording of warranty repairs and credits.			47		
Right-of-Way (ROW) Maintenance	FY25-515	Assess and test the adequacy and effectiveness of controls related to maintenance of the railroad ROW and the contract with Joshua Grading and Excavating Incorporated.			122		
Total Audit Project Actual Hours (A)					6805		

Internal Audit Administration

Board and Committee Meetings				180	145	36	
Executive Steering and Agenda Setting Meetings				170	106	64	
Internal Audit Staff Meetings				150	157	(7)	
Other Administration				1,500	1255	245	
Total Hours (B)				8,697	8,467		

Department Efficiency (A/B) 80.37%
Efficiency - Professional Staff 85.86%

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

ATTACHMENT B

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
1/26/22	21-511	Executive Office	Physical Access Security	The Internal Audit Department (Internal Audit) recommends management develop and implement written policies, procedures, and protocols that address the timely issuance, termination, and use of badges. These procedures should be referenced in contracts with Contracted Transportation Services (CTS) providers and be communicated to Orange County Transportation Authority (OCTA) staff. Management should also ensure secondary controls are operating as intended.	Jul-25	Management is reviewing the issuance and termination of access badges in order to document processes. Management will work with other departments, including CTS, to advise of procedures for issuing and terminating access badges and encourage those departments to include procedures in their contracts, as appropriate. Additionally, management is currently reviewing and documenting procedures to ensure secondary controls are being utilized. Review and updating of procedures will conclude with the creation of a new Physical Access Policy to be completed by June 30, 2022.	<u>Update August 2022:</u> Management has not yet developed policies, procedures, and protocols to address timely issuance, termination, and use of access badges. <u>Update March 2023:</u> Management expects an updated Access Control Policy (Policy) to be completed soon, and updates to agreements with CTS providers are in process. <u>Update September 2023:</u> Significant progress has been made; however, monitoring controls outlined in the newly-developed Policy have not yet been implemented. <u>Update March 2024:</u> Monitoring controls related to access control have been implemented; however, further improvement is needed. <u>Update August 2024:</u> Management is updating distribution lists for the System Validation Report to ensure that appropriate managers receive the report and can validate access rights. Management expects improvements to be completed by October 2024. <u>Update March 2025:</u> Management responded that this effort is on hold due to the recent transition of the access control system to a new platform and the loss of two employees responsible for this effort.
2/9/22	21-507	Operations Division (Operations) and Finance and Administration Division (F&A)	Facilities Maintenance (FM) Operations	Management should enhance its invoice review process to ensure compliance with OCTA's Vendor Payment Policy and contract payment terms. Vendor mark-ups should be discontinued from time-and-expense contracts. For contracts related to the purchase of parts and materials only, any items not listed on the price summary sheet should include supporting cost documentation. If mark-ups are to be allowed on parts-and-materials contracts, the proposed mark-ups should be incorporated into the evaluation of costs during the vendor selection process.	Aug-25	Management will immediately begin working on enhancing the current invoice cover page to include a checklist that will require acknowledgement of review for sufficient detail as to quantity and rates of costs and justification. To address the issue of providing sufficient detail and complying with contract terms, the checklist being developed will improve oversight. In terms of discontinuing vendor mark-ups in time-and-expense contracts, management will work with the Contracts Administration and Materials Management (CAMP) Department to develop a solution that will address the issue of vendor mark-ups as well as incorporating an evaluation of cost, if mark-ups are allowed, during the vendor selection process.	<u>Update September 2022:</u> Management has enhanced the invoice checklist to include review for sufficient detail as to quantity and rates. CAMP has implemented an evaluation methodology to assign a percentage of the cost score for items not listed on the price summary sheet. Management and CAMP continue to explore options including discounts from price sheets and using fair market values to justify and validate price mark-ups. <u>Update March 2023:</u> FM has enhanced its invoice review; however, CAMP staff needs to enhance its review of invoices for contracts that have been transferred to their control. <u>Update August 2023:</u> CAMP staff has implemented an invoice review checklist; however, Internal Audit identified some payments that do not comply with contract terms and some vendors that do not have published list prices, required in order to validate discounts. <u>Update March 2024:</u> CAMP has hired a contract analyst to manage and review invoices and implement enhancements to invoice review. <u>Update September 2024:</u> Management has developed price validation procedures; however, the procedures are not being applied consistently. <u>Update March 2025:</u> Management has developed price validation procedures; however, the procedures are not being applied consistently.

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
5/31/23	22-513	F&A	OCTA's Cybersecurity Program	Management should adopt and implement a policy that governs asset management and associated activities.	Aug-25	Management agreed to develop and implement a policy.	<u>Update February 2024:</u> Management has drafted requirements of an asset management system and plans to utilize a module of the FreshService system (system). Once implemented, an Asset Management Policy will be developed and implemented. <u>Update August 2024:</u> Management has launched the system and is in the process of collecting data for all computing assets. <u>Update February 2025:</u> Management has implemented systems to track and manage assets and will be finalizing an Asset Management Policy.
5/31/23	23-509	F&A	OCTA's Cybersecurity Program	Management should implement a comprehensive vulnerability management program that includes identifying, assessing, prioritizing, remediating, and/or documenting vulnerabilities as "accepted risks" in a timely manner.	Aug-25	Management agreed and indicated that the current Vulnerability Policy will be enhanced and all issues will be remediated or documented as "accepted risks" in a timely manner going forward.	<u>Update February 2024:</u> Management is working to build dashboards to identify vulnerabilities and a reporting system to monitor remediation efforts. Management estimates full implementation of this recommendation by June 2024. <u>Update August 2024:</u> The estimated completion date has been extended due to delays in procuring a consultant. The revised expected completion date is October 31, 2024. <u>Update February 2025:</u> Management has implemented a system to identify and track vulnerabilities across systems. A Vulnerability Policy is in draft and should be published soon.
5/31/23	23-509	F&A	OCTA's Cybersecurity Program	Management should strengthen the data protection and privacy program by adopting a comprehensive policy, designating an individual to define and communicate data and privacy requirements, and perform user access reviews at least every 90 days for all internal employees and third party contractors that have OCTA user accounts and/or access to internal resources.	Aug-25	Management committed to implementing a comprehensive data protection and privacy program for all protected data and to designate the cybersecurity manager as the individual responsible to define and communicate data and privacy requirements. In addition, management agreed to implement user access reviews at least every 90 days.	<u>Update February 2024:</u> Management indicated they have begun to meet with departments that handle protected data to identify where the data is stored and who has access. Once completed, management plans to develop policies and processes to properly secure such data. In addition, management is working with Microsoft to implement a governance platform to control user access during the entire employment life cycle. Management estimates full implementation by April 30, 2025. <u>Update August 2024:</u> Management continues to work on identifying protected data and the users that should have access to the data. Work on implementing a governance platform is in progress and full implementation is expected by April 2025. <u>Update February 2025:</u> Management has implemented a user access review process and full implementation of a data protection and privacy program is expected in April 2025.

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
12/5/23	24-503	Executive Office	Transit Police Services (TPS)	Management should implement a process to evaluate, estimate, and document the methodology of assigning TPS costs on an annual basis. Management should also consider implementing a process to accumulate and report all costs of providing transit security.	Jun-25	Management will collaborate with the Orange County Sheriff's Department to estimate and document contract costs on an annual basis. In addition, management will work with the Financial Planning and Analysis (FP&A) Department to ensure the ability for each department responsible for an aspect of providing or supporting TPS, to accumulate and consolidate transit security costs for a better understanding of the overall cost of transit security. Management will work with FP&A to consolidate TPS associated costs and reporting by July 2024.	<u>Update August 2024:</u> Management is coordinating with FP&A to implement a process to periodically review contract cost allocations for reasonableness and make adjustments as necessary. Management is also working with FP&A and Maintenance Resource Management to implement a process to accumulate all costs of providing transit security. <u>Update January 2025:</u> Management is working with FP&A and Maintenance Resource Management to periodically evaluate contract cost allocations and to accumulate all costs of providing transit security. <u>Update June 2025:</u> Follow-up in process.
12/5/23	24-503	Executive Office	TPS	Management should implement procedures to document agreements for enhanced services, including the type, time, and place of services, and obtain a cost estimate for services. Management should reconcile invoices for special services to these documents and obtain support, or include in the contract, the rates to be charged prior to authorizing payment.	Jun-25	Management will establish procedures to better document the estimates, agreed cost, and occurrence of special services performed. Management will also seek rates for services to be documented in annual contract amendments moving forward with the 2024-2025 TPS contract amendment. Work should conclude by May 2024.	<u>Update August 2024:</u> Management has obtained annual cost estimate memos from TPS that document each type of enhanced service, the overtime billing rates by position, and the estimate of hours and positions required for each service; however, the contract requires documentation of the type, time, and place for each of these services, as scheduled, along with a cost estimate. Management should obtain a memo with all of the required information for each of the scheduled services. <u>Update January 2025:</u> Management has developed a template to document special service activities and will implement it immediately. <u>Update June 2025:</u> Follow-up in process.
5/29/24	24-511	People and Community Engagement (PACE)	Flexible Spending Account (FSA) Program	Management should implement a process for regular tracking of custodial account contributions, distributions, and running account balance and ensure the balance is updated for purposes of financial reporting.	May-25	Management will create a process to ensure the balance is updated and reported to accounting at the end of each fiscal year. In addition, a process will be established to regularly track account balance and activities.	<u>Update February 2025:</u> OCTA has transitioned to a new FSA administrator as of January 2025. Management will create a process for regular tracking of the account with the new provider, Health Equity, Inc. <u>Update June 2025:</u> Follow-up in process.
9/13/24	25-502	F&A	Investments: Compliance, Controls, and Reporting January 1 through June 30, 2024	Management should update the Treasury manual to reflect current practices.	Sep-25	Management will update the manual as recommended.	<u>Update March 2025:</u> Management is working to update the manual and related policies.

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
10/11/24	25-504	F&A	Investment Manager Contracts	Management should remind investment managers of contract requirements for replacement of key personnel and implement a procedure to periodically validate key personnel.	Oct-25	Management will remind investment managers of the contract requirement and will work to limit the designation of key personnel to those employees who work directly with OCTA staff. We will also implement a process to periodically validate key personnel.	Update April 2025: Management will finalize contract amendments to limit key personnel to two individuals by the end of April and will validate key personnel annually during the investment policy update process, starting in June 2025.
3/14/25	25-511	F&A	Investments: Compliance, Controls, and Reporting July 1 through December 31, 2024	Management should enhance controls to ensure variable and floating rate securities are properly reflected in monthly investment and debt reports.	Sep-25	Management will enhance its review process to ensure accuracy of future reports.	
1/7/25	25-507	PACE	Employee Compensation	Management should strengthen controls to ensure compliance with the Temporary Increases Policy.	Jul-25	Responsible staff have been reminded of the importance of saving documents in the employee files. Management will review files of employees currently receiving temporary increases and ensure required documentation is on file.	
1/7/25	25-507	F&A	Employee Compensation	Management should retain documentation supporting productivity incentive calculations and annual determination of cell phone allowance.	Jul-25	Management will ensure documentation is retained and on file to support incentive calculations and determination of the annual cell phone allowance.	
2/3/25	24-508	Express Lanes Programs	Agreement No. C-9-1177 with Cofiroute USA, LLC for 91 Express Lanes Operations	Management should enhance oversight to ensure the vendor is held accountable to contract requirements and develop policy and procedures to address the parameters and authorization thresholds for waiving liquidated damages.	Aug-25	Management will develop policy and procedures for waiving damages and will improve documentation consistent with the new policy being developed.	
2/3/25	24-508	Express Lanes Programs	Agreement No. C-9-1177 with Cofiroute USA, LLC for 91 Express Lanes Operations	Management should strengthen enforcement of contract requirements related to performance measures and reporting. Management should also develop a policy and procedures to address parameters and authorization levels for waiving penalties.	Aug-25	Management will enhance documentation of monthly standards assessment and review for agreed-upon penalties. Management will also develop policy and procedures to address the parameters and thresholds for penalty waivers.	
2/3/25	24-508	Express Lanes Programs	Agreement No. C-9-1177 with Cofiroute USA, LLC for 91 Express Lanes Operations	Management should adjust monthly status reports to properly reflect results against standards as outlined in the agreement.	Aug-25	Management agrees and has updated the report format starting with the November 2024 report, to reflect standards as outlined in the agreement.	

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
2/3/25	24-508	Express Lanes Programs	Agreement No. C-9-1177 with Cofiroute USA, LLC for 91 Express Lanes Operations	Management should utilize an invoice review checklist to ensure all contract requirements have been met and should include all invoice back-up in the invoice package submitted to Accounts Payable (AP).	Aug-25	Management will implement a checklist to be used during invoice review to ensure contract requirements are met and, as of June 2024, the complete invoice package is being submitted to AP as recommended.	
4/23/25	N/A	Planning Division	Measure M City Agreed-Upon Procedures Reports	Direct staff to consult with legal counsel, develop guidelines for allowable uses of Local Fair Share funds for "other transportation purposes" and provide communication to cities.	Oct-25	Management will consult with legal counsel and develop guidelines.	
4/28/25	25-506	Capital Programs	Real Estate Administration	Management should implement standards for the conduct and documentation of fair market valuations (FMVs) and require consultant firms to provide opinions of value in writing, including descriptions of the methodology and support for the rates used. Management should also develop and implement procedures to ensure FMVs and related adjustments are conducted and applied in accordance with agreement terms and policy requirements.	Oct-25	Management indicated that an updated corridor appraisal is underway and will be used as the basis for calculating FMV increases. Management will also develop a procedure to memorialize steps taken and any source material used to determine FMVs, including decisions as to imposing such increases.	
4/28/25	25-506	Capital Programs	Real Estate Administration	Management should comply with policy requiring documentation and approval of lease rate adjustments modified or not applied and should implement procedures to ensure lease amendments are processed to reflect negotiated rate adjustments.	Oct-25	Management will develop procedures for documentation and approval of rate adjustments, or waivers of such, on a monthly basis. Negotiated adjustments to lease rates will be included in an amendment to the license agreement.	
4/28/25	25-506	Capital Programs	Real Estate Administration	Management should obtain documentation of Risk Management Department's (RMDs) review and direction as to insurance requirements. In addition, management should consider reviewing and updating license agreements that do not contain insurance requirements or other standard terms and conditions.	Oct-25	Management will obtain a memo from the RMD each January to confirm insurance requirements for above-ground uses and utilities. For unique or unusual uses, or for improved properties, the RMD will be consulted to determine sufficiency of insurance requirements. Management will initiate and document discussions with licensees as to any changes needed to contract terms.	

Outstanding Audit Recommendations
Audit Reports Issued Through
June 30, 2025

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
4/28/25	25-506	Capital Programs	Real Estate Administration	Management should implement procedures for periodic inspection of properties to ensure compliance with agreement terms and to identify unauthorized uses. Inspections should be documented.	Oct-25	Each January, management will review and identify tenants that require more recurrent inspections based on the specific site and the tenants' use of the property. Properties requiring more recurrent inspection will be documented in the tenant file and management will log inspections performed. Other 'as needed' or case-by-case inspections will be performed and documented in the tenant file.	
4/28/25	25-506	Capital Programs	Real Estate Administration	Management should implement procedures to ensure late payment provisions of tenant agreements are enforced.	Oct-25	Management will obtain a report on tenants whose payments are 30 days late and will calculate fees based on the agreement and communicate this rate to the tenant and Accounts Receivable Department staff. At 90 days, staff will contact legal counsel to determine whether to pursue a lease or license violation and will document the process in tenant files.	
5/14/25	25-510	Operations	Contracted Fixed-Route Services	Management should identify required reports to allow for monitoring and application of penalties in accordance with the agreement. Management should also comply with agreement language in determining whether accidents are considered preventable and apply penalties as required. Finally, management should consider options to improve contractor performance as to the unclassified revenue percentage.	Nov-25	Management will work with other departments to identify a list of required reports subject to penalty and will incorporate the list in the next available amendment to the agreement. Management will also comply with agreement language as to preventable accidents and related penalties going forward. Finally, management will request the contractor conduct training sessions and will include a performance standard related to unclassified revenue percentage, with corrective measures, in the next contract.	
5/14/25	25-510	F&A	Contracted Fixed-Route Services	Management should confirm that the performance bond on file is binding and ensure that documentation of the review of the performance bond and insurance certificates is included in the agreement file.	Nov-25	Management has confirmed that the performance bond is binding and will obtain a rider removing the language requiring signature by OCTA. In addition, emails documenting review of the bond and insurance requirements have been included in the agreement file.	
6/10/25	25-513	Capital Programs	Project Controls	Staff should obtain timesheets to support labor hours charged. Exceptions to this requirement should be approved by the Capital Programs Executive Director.	Dec-25	Staff will implement the recommendation and will obtain Executive Director approval for any exceptions to invoice review requirements.	

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Internal Audit Status Comments
2/9/22	21-507	Operations Division (Operations)	Facilities Maintenance (FM) Operations	The Internal Audit Department (Internal Audit) recommends management implement a perpetual inventory system to track purchasing activity and maintain inventory of all parts and supplies. Purchasing, storage, issuance, and disposal activities should be centralized and include controls to ensure proper authorization for purchases, physical security of inventory items, and proper assignment of costs to work orders.	<u>Update September 2022</u> : Management has completed transferring contracts to the Contracts Administration and Materials Management (CAMP) Department and a process to bring FM parts inventory into CAMP for proper storage and issuance has been established and is on track to be completed by February 2023. As stated in the original response, the current asset management system is not capable of assigning all costs to work orders. A new system will be implemented. <u>Update March 2023</u> : Management is still in the process of implementing a centralized inventory system and expects that physical transfer of all inventory may take up to two years. <u>Update August 2023</u> : Management is still in the process of transferring parts inventory to centralized CAMP control. <u>Update March 2024</u> : FM inventory from three of the five bases has been transferred to the centralized inventory system. <u>Update September 2024</u> : FM inventory for four bases has been transferred. Inventory from the last base should be transferred within six months. <u>Update March 2025</u> : Management has completed the transfer of all parts inventory to the centralized inventories at the bases.
3/11/24	24-506	Operations	College Pass Program	Agreements should be amended to accurately reflect all responsibilities and requirements for program operation, and management should enforce agreement requirements. Management should also develop, document, and implement procedures for administration of the program, including procedures for verifying the reasonableness of enrollment data provided by colleges for invoicing purposes and timely preparation of invoices. Management should implement procedures developed in December 2023, to monitor and collect outstanding receivables.	<u>Update September 2024</u> : Management has updated agreements with some colleges; however, the agreement with Golden West College has not been tailored to address its annual fee structure. Agreements with the remaining colleges are in the process of update. Procedures for administration and oversight of the program are also underway. <u>Update March 2025</u> : Agreements have been amended to accurately reflect responsibilities and requirements of program operations and management has implemented procedures for program administration and monitoring of outstanding receivables.
3/11/24	24-506	Operations	College Pass Program	Internal Audit recommends management update agreements to include requirements for security, inventory, distribution, and reporting of paper passes and implement monitoring controls to ensure colleges are complying with the requirements. Management should also strengthen controls to ensure all college bus passes are properly coded in the system.	<u>Update September 2024</u> : Management has developed paper pass procedures and incorporated these into four out of seven agreements. The remaining three agreements are in the process of being updated. Management has also strengthened controls to ensure passes are properly coded, and to monitor usage. <u>Update March 2025</u> : Management has incorporated paper pass procedures into all agreements. A new rider validation system will replace paper passes with re-loadable smart cards in late summer 2025.
8/1/24	24-512	Operations	OC ACCESS Service	Management should revise the performance standards exhibit in the contract to reflect the correct 5,000-mile Preventative Maintenance Interval (PMI) and adjust the miles in the penalty column accordingly. Management should also enforce prior approval requirements for repair or replacement of major mechanical components.	<u>Update April 2025</u> : Management has amended the contract to reflect the correct 5,000-mile PMI interval and has adjusted the miles in the penalty column accordingly. Management has also reminded the contractor that authorization must be received before ordering parts or performing replacement or repairs of major mechanical components.
8/1/24	24-512	Operations	OC ACCESS Service	Management should implement a secondary review of the accident log to ensure all accidents are correctly classified.	<u>Update April 2025</u> : Management has implemented a monthly accident and incident review report that is distributed for secondary review and included as part of the invoice package.
8/1/24	24-512	Finance and Administration (F&A)	OC ACCESS Service	Management should perform inspections in accordance with the established frequency schedule.	<u>Update April 2025</u> : Management has developed a review checklist schedule that logs the dates of inspections and reviews to ensure performance with the established frequency schedule.


**Audit Recommendations Closed During
Fourth Quarter, Fiscal Year 2024-25**

8/1/24	24-512	F&A	OC ACCESS Service	Management should enforce the requirement to include "Approval to Pay Invoice" in the email subject line when forwarding an invoice for payment, or should revise the policy to remove this requirement.	<u>Update April 2025</u> : Management has revised the Invoice Review Policy to remove the requirement to include "Approval to Pay Invoice" in the subject line of emails.
10/10/24	25-501	Capital Programs	Interstate 5 Improvement Project: Oso Parkway to Alicia Parkway	Management should enforce pre-approval requirement for Other Direct Costs (ODC) not included in the contract schedule.	<u>Update April 2025</u> : Management will implement a process to remind consultants that ODCs not listed in the contract schedule require approval from the project manager prior to costs being incurred. No additional instances of this have been observed under the referenced contract.
10/11/24	25-504	F&A	Investment Manager Contracts	Management should improve the timeliness of invoice review, approval, and processing.	<u>Update April 2025</u> : Management has implemented an invoice tracking system to improve timeliness of invoice review, approval, and processing. All six invoices after implementation of the new process were paid timely.
11/22/24	25-505	F&A	Purchasing Cards	Management should update procedures to prohibit cardholders from using personal PayPal accounts for business purchases and require all purchased items to be delivered to an Orange County Transportation Authority address. Management should also follow up with cardholders who purchased items in violation of procedures and remind Accounts Payable (AP) staff to verify approvals reflected on purchasing card packages.	<u>Update June 2025</u> : Management has updated procedures as recommended and sent communication to cardholders identified as having purchased items in violation of procedures. AP staff have implemented procedures to document verification of proper approvals on purchasing card packages.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Orange County Transportation Authority Investment and Debt Programs Report - May 2025

Finance and Administration Committee Meeting of July 23, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettermer
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.



July 23, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – May 2025

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending May 31, 2025. The report has been reviewed and is consistent with the investment practices contained in the investment policy.

Recommendation

Receive and file as an information item.

Discussion

As of May 31, 2025, the Orange County Transportation Authority's (OCTA) outstanding investments totaled \$3 billion. The portfolio is divided into two portfolios: the liquid portfolio for immediate cash needs and the managed portfolio for future budgeted expenditures. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes Program.

Portfolio Compliance and Liquidity Requirements for the Next Six Months: The portfolio is in full compliance with OCTA's Investment Policy and the State of California Government Code. Additionally, OCTA has reviewed the liquidity requirements for the next six months and anticipates that OCTA's liquidity will be sufficient to meet projected expenditures during the next six months.

The weighted average book yield for OCTA's managed portfolio is 4.34 percent. The book yield measures the exact income, or interest, on a bond

without regard to market price change. The yield is the income return on an investment, such as the interest received from holding a particular security. The yield is usually expressed as an annual percentage rate based on the investment's cost and market value.

OCTA's month-end balance in the Local Agency Investment Fund (LAIF), a pooled investment fund for California local agencies, was \$7,279,072, with an average monthly effective yield of 4.27 percent. LAIF offers local agencies an opportunity to invest funds in a diversified portfolio of high-quality, short-term securities managed by the State Treasurer's Office. OCTA's month-end balance in the Orange County Investment Pool (OCIP), a collective investment fund for local government entities in Orange County, was \$58,161, with the monthly gross yield of 4.05 percent. OCIP allows local government entities to invest funds in a diversified portfolio managed by the Orange County Treasurer-Tax Collector's Office, aiming for competitive returns while prioritizing safety and liquidity. Mandated by the Transportation Development Act (TDA), OCTA is obliged to participate in the OCIP. It serves as a temporary holding account for TDA funds until claimed by OCTA and then processed by the County of Orange. This framework ensures effective fund management and adherence to regulatory compliance.

During the month of May, various securities held within OCTA's investment portfolio were downgraded by Moody's Investor Service and S&P Global Ratings almost exclusively tied to Moody's downgrade of the United States credit rating. As of May 31, 2025, the securities still meet the minimum rating requirements set forth by OCTA's Investment Policy. Please refer to A-4 (Rating Downgrades and Negative Credit Watch) of Attachment A for further details.

OCTA's debt program is separate from its investment program and is comprised of Measure M2 (M2) Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, and 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of \$1.2 billion as of May 31, 2025. Approximately 44 percent of the outstanding balance is comprised of M2 debt, three percent is associated with the 91 Express Lanes Program, and 53 percent is associated with the 405 Express Lanes.

Summary

The Treasurer is submitting a copy of the Orange County Transportation Authority Investment and Debt Programs report to the Finance and Administration Committee. The report is for the month ending May 31, 2025.

Attachments

- A. Orange County Transportation Authority Investment and Debt Programs
– For the Period Ending May 31, 2025
- B. Orange County Transportation Authority Portfolio Listing as of
May 31, 2025

Prepared by:



Robert Davis
Department Manager
Treasury/Public Finance
(714) 560-5675

Approved by:



Andrew Oftelie
Chief Financial Officer
Finance and Administration
(714) 560-5649

**Treasury/Public Finance Department's
Report On**

**Orange County Transportation Authority
Investment and Debt Programs**



**Presented to the
Finance and Administration Committee**

**For The Period Ending
May 31, 2025**

INVESTMENT PROGRAM

OCTA Investment Dashboard

5/31/2025

Safety of Principal

Securities that fell below OCTA's minimum credit quality requirements during the month of May 2025:

N/A

Securities currently held within OCTA's portfolio that fell below OCTA's minimum credit quality requirements during prior reporting periods:

Two Keybank securities held within OCTA's investment portfolio were downgraded below minimum credit quality requirements for the month of October 2023

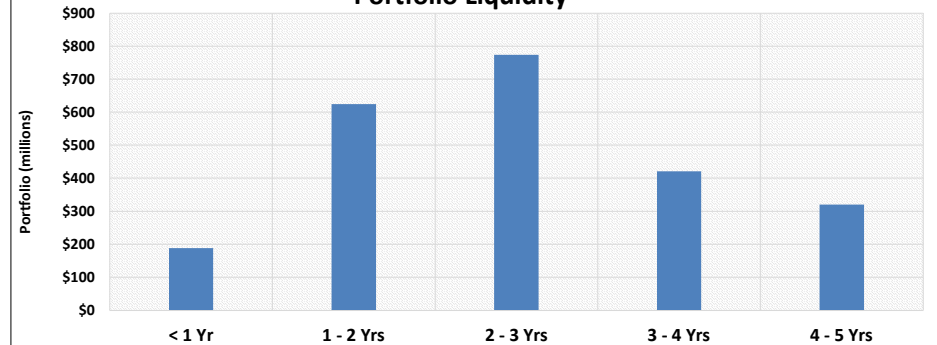
Securities downgraded or placed on Negative Credit Watch during the month of May 2025,

but remain in compliance with OCTA's Investment Policy:

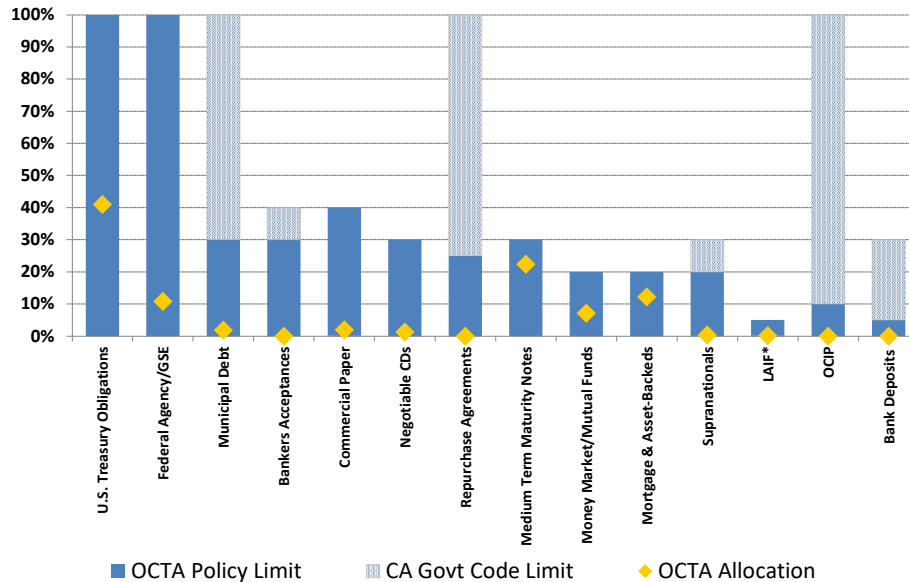
Various securities held within OCTA's investment portfolio were either downgraded or placed on Negative Credit Watch during the month.

For further details please refer to A-4 of this report.

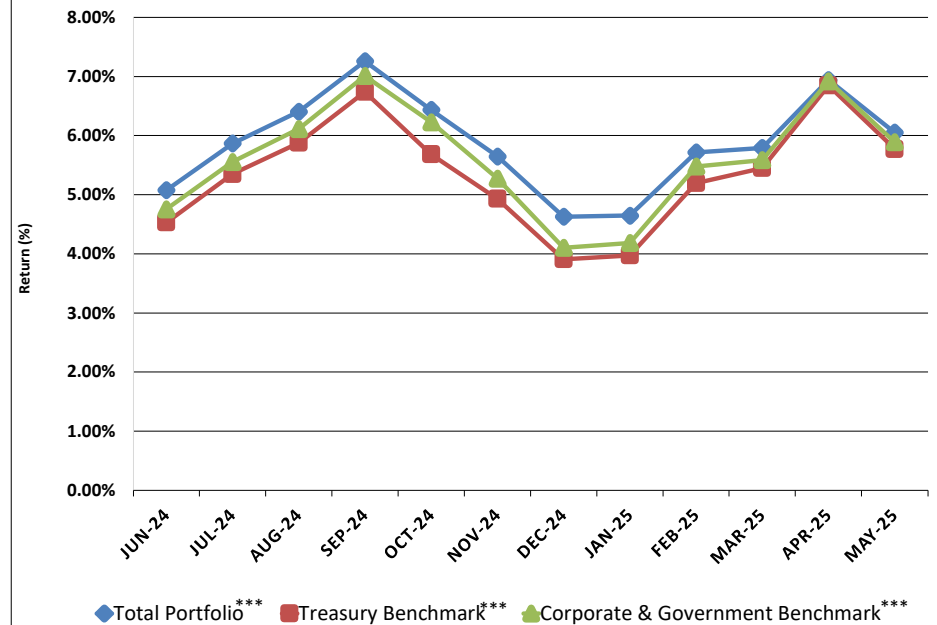
Portfolio Liquidity⁽¹⁾



Portfolio Diversification **



Total Return - 12 Month⁽¹⁾



1. Reflects Managed Portfolio.

* Per CA Government Code LAIF limit is \$75 million

** Per OCTA's Investment Policy the limit is 30% for variable and floating rate securities. As of May 31, 2025, 8.3% of the portfolio was invested in variable & floating rate securities.

*** Actual portfolio returns represent the aggregate performance of the managed portfolio.

The Treasury Benchmark is the 1-3 Year Treasury Index through September 2024 and transitions to a market value-weighted blend of the 1-3 Year and 1-5 Year Treasury Indices starting October 2024.

The Corporate & Government Benchmark is the 1-3 Year AAA-A U.S. Corporate & Government Index through September 2024 and shifts to a market value-weighted blend of the 1-3 Year and 1-5 Year AAA-A U.S. Corporate & Government Indices beginning October 2024.

Investment Compliance

5/31/2025

Portfolio Subject to Investment Policy			
Managed/Liquid Portfolio ¹	Dollar Amount Invested	Percent Of Portfolio	Maximum Percentages
U.S. Treasury Obligations	\$ 1,058,214,361	41.0%	100%
Federal Agency/GSE	280,573,507	10.9%	100%
Municipal Debt	\$ 51,040,631	2.0%	30%
Commercial Paper	51,426,916	2.0%	40%
Negotiable Certificates of Deposit	\$ 35,775,000	1.4%	30%
Repurchase Agreements	-	0.0%	25%
Medium Term Maturity Notes/Corporates	\$ 579,266,431	22.5%	30%
Money Market/Mutual Funds	185,711,428	7.2%	20%
Mortgage & Asset-Backed	\$ 316,932,263	12.3%	20%
Supranationals	11,786,289	0.5%	20%
Local Agency Investment Fund	\$ 7,279,072	0.3%	\$ 75 Million
Orange County Investment Pool	58,161	0.0%	10%
Bank Deposits	\$ 839,397	0.0%	5%
Total Managed/Liquid Portfolio²	\$ 2,578,903,456		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of \$214,017,238 (8.3% of total Managed/Liquid portfolio) and subject to 30% limit per OCTA's Investment Policy.

Portfolio Subject to Indenture/Grant Funding Agreement					
Portfolio	Dollar Amount Invested	OCTA		Indenture/Funding Agreement Requirements	
		Credit Quality	Term	Min. Credit Quality	Max. Term
<u>Liquid Portfolio*</u>					
Government Obligations MMKT Fund	216,851,431	"AAAm"	N/A	AAA Category	N/A
Government Obligations MMKT Fund	14,948,181	"AAAm"/"Aammf"	N/A	AAA Category	N/A
Government Obligations MMKT Fund **	82,307,176	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **	25,000,000	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **	20,953,364	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Bank Deposits	200,501	N/A	N/A	N/A	N/A
Total Liquid Portfolio	\$ 360,260,653				
<u>Reserve Funds Portfolio</u>					
Government Obligations MMKT Fund	\$ 5,384,620	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Negotiable Certificates of Deposit	5,000,000	"A-1"/"P-1"/"F1+"	91 days	"A-1"/"P-1"/"F1"	270 days
Negotiable Certificates of Deposit	3,000,000	"A-1"/"P-1"/"F1+"	270 days	"A-1"/"P-1"/"F1"	270 days
Government Obligations MMKT Fund ***	962	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Bank Deposits	195,789				
Total Reserve Funds Portfolio	\$ 13,581,370				
Total Portfolio Subject to Indenture	\$ 373,842,023				
Portfolio Total	\$ 2,952,745,479				

* Reflects portion of Liquid Portfolio subject to Indenture (OCTA Sales Tax Revenue) or Grant Funding Agreement

** Senate Bill (SB) 125 Grant Funding

*** 91 EL Debt Service Fund

Managed Portfolio
Sector Allocation and Performance Overview
5/31/2025

Book/Market Value	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
Book Value	\$ 577,419,805	\$ 578,906,014	\$ 582,523,841	\$ 587,935,952	\$ 2,326,785,612
Market Value with Accrued Interest	\$ 587,836,849	\$ 589,442,710	\$ 590,833,478	\$ 595,833,580	\$ 2,363,946,617
1-3 Year Portfolio:					
Book Value	\$ 380,320,107	\$ 386,043,076	\$ 411,250,367	\$ 390,934,462	\$ 1,568,548,012
Market Value with Accrued Interest	\$ 388,092,903	\$ 393,501,014	\$ 417,436,201	\$ 397,035,662	\$ 1,596,065,780
1-5 Year Portfolio:					
Book Value	\$ 197,099,698	\$ 192,862,938	\$ 171,273,474	\$ 197,001,489	\$ 758,237,600
Market Value with Accrued Interest	\$ 199,743,946	\$ 195,941,696	\$ 173,397,276	\$ 198,797,919	\$ 767,880,837

Sector Allocation	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
U.S. Treasury Obligations	39.1%	49.3%	42.4%	51.1%	45.5%
Federal Agency/GSE	25.9%	5.2%	14.3%	3.0%	12.1%
Municipal Debt	0.3%	5.9%	0.5%	2.1%	2.2%
Negotiable Certificates of Deposit	0.0%	0.0%	1.8%	0.0%	0.5%
Medium Term Maturity Notes	23.6%	27.9%	23.5%	24.5%	24.9%
Money Market/Mutual Funds	1.2%	0.2%	0.1%	1.7%	0.8%
Mortg & Asset Backed Sec	7.8%	11.6%	17.4%	17.6%	13.6%
Supranationals	2.0%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-3 Year Portfolio:					
U.S. Treasury Obligations	39.8%	50.3%	43.4%	50.4%	46.0%
Federal Agency/GSE	21.1%	4.9%	12.9%	3.4%	10.6%
Municipal Debt	0.0%	6.0%	0.5%	2.3%	2.2%
Negotiable Certificates of Deposit	0.0%	0.0%	1.9%	0.0%	0.5%
Medium Term Maturity Notes	26.6%	27.7%	22.8%	25.0%	25.5%
Money Market/Mutual Funds	1.8%	0.2%	0.1%	1.9%	1.0%
Mortg & Asset Backed Sec	8.5%	11.0%	18.4%	17.0%	13.8%
Supranationals	2.2%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-5 Year Portfolio:					
U.S. Treasury Obligations	37.9%	47.3%	39.9%	52.4%	44.5%
Federal Agency/GSE	35.2%	5.6%	17.5%	2.4%	15.2%
Municipal Debt	0.9%	5.8%	0.5%	1.7%	2.3%
Negotiable Certificates of Deposit	0.0%	0.0%	1.7%	0.0%	0.4%
Medium Term Maturity Notes	17.8%	28.4%	25.3%	23.6%	23.7%
Money Market/Mutual Funds	0.1%	0.1%	0.1%	1.1%	0.4%
Mortg & Asset Backed Sec	6.4%	12.8%	15.0%	18.7%	13.2%
Supranationals	1.8%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Portfolio Characteristics	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Weighted Average Life	2.28	2.24	2.12	2.28	2.23	n/a	n/a
Duration	2.10	2.06	1.96	2.08	2.05	1.97	1.99
Monthly Yield (Annualized)	4.15%	4.19%	4.19%	4.20%	4.18%	3.95%	4.14%
1-3 Year Portfolio:							
Weighted Average Life	1.99	1.98	1.87	2.02	1.96	n/a	n/a
Duration	1.85	1.83	1.74	1.84	1.81	1.74	1.75
Monthly Yield (Annualized)	4.15%	4.19%	4.19%	4.20%	4.18%	3.96%	4.14%
1-5 Year Portfolio:							
Weighted Average Life	2.82	2.77	2.71	2.81	2.78	n/a	n/a
Duration	2.56	2.52	2.48	2.56	2.53	2.45	2.49
Monthly Yield (Annualized)	4.14%	4.18%	4.19%	4.19%	4.18%	3.94%	4.15%

Portfolio Performance (Total Rate of Return)	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Monthly Return ***	-0.11%	-0.11%	-0.10%	-0.14%	-0.11%	-0.26%	-0.20%
Three Months Return ***	1.18%	1.12%	1.14%	1.17%	1.15%	1.07%	1.10%
1-3 Year Portfolio:							
Monthly Return ***	-0.07%	-0.06%	-0.06%	-0.10%	-0.07%	-0.21%	-0.16%
Three Months Return ***	1.16%	1.08%	1.11%	1.14%	1.12%	1.04%	1.06%
1-5 Year Portfolio:							
Monthly Return ***	-0.19%	-0.21%	-0.19%	-0.22%	-0.21%	-0.36%	-0.28%
Three Months Return ***	1.20%	1.20%	1.22%	1.20%	1.21%	1.15%	1.17%

* Represents the ICE/BAML 1-3 Year U.S. Treasury Index for the 1-3 Year Portfolio and the ICE/BAML 1-5 Year U.S. Treasury Index for the 1-5 Year Portfolio. The benchmarks for duration and monthly yield are weighted for the Total Portfolio.

** Represents the ICE/BAML 1-3 Year AAA-A U.S. Corporate & Government Index for the 1-3 Year Portfolio and the ICE/BAML 1-5 Year AAA-A U.S. Corporate & Government Index for the 1-5 Year Portfolio. The benchmarks for duration and monthly yield are weighted for the Total Portfolio.

*** Reflects monthly return and three months only, as the 1-5 year portfolio was launched on October 1, 2024. Additional performance metrics will be reported once sufficient data becomes available.

Rating Downgrades & Negative Credit Watch

5/31/2025

Investment Manager / Security	Par Amount	Maturity	S&P	Moody's	Fitch Ratings
Rating Downgrades:					
CAM, PFM, MetLife and Payden & Rygel					
UNITED STATES TREASURY OBLIGATIONS	\$ 1,063,625,000	05/31/2025 - 04/30/2030	AA+	Aa1	AA+
FEDERAL FARM CREDIT BANKS FUNDING CORP	\$ 54,915,000	05/08/2026 - 09/10/2029	AA+	Aa1	AA+
FEDERAL HOME LOAN BANKS	\$ 41,150,000	09/11/2026 - 09/08/2028	AA+	Aa1	AA+
FEDERAL HOME LOAN MORTGAGE CORP	\$ 3,250,000	9/25/2026	AAA	Aa1	AAA
FEDERAL HOME LOAN MORTGAGE CORP	\$ 15,630,706	02/25/2026 - 02/25/2029	AAA	Aa1	AA+
FEDERAL HOME LOAN MORTGAGE CORP	\$ 113,242,596	08/25/2025 - 01/25/2030	AA+	Aa1	AA+
FEDERAL NATIONAL MORTGAGE ASSOCIATION	\$ 35,280,479	07/01/2025 - 01/25/2028	AA+	Aa1	AA+

On May 16, Moody's Investors Service (Moody's) downgraded its long-term issuer rating on the United States of America by one notch, from "Aaa" to "Aa1," while maintaining a stable outlook. The agency subsequently took similar actions on all government-sponsored enterprises (GSEs), including the Federal Farm Credit Bank System, the Federal Home Loan Banks, the Federal National Mortgage Association (Fannie Mae), and the Federal Home Loan Mortgage Corporation (Freddie Mac). The downgrade reflects a sustained and increasing government debt burden that has accumulated over multiple Presidential administrations. In the absence of adjustments to taxation and spending, budget flexibility is expected to remain constrained by mandatory expenditures and rising interest costs. Moody's further projects that an extension of the 2017 Tax Cuts and Jobs Act would add approximately \$4 trillion to the federal primary deficit over the next decade. As a result, the federal interest burden is anticipated to rise from 9% of revenue in 2021 to 18% in 2024 and approximately 30% by 2035. Despite the downgrade, these investments remain in compliance with the credit rating requirements of the Investment Policy. Investment managers continue to recommend holding the securities, as the U.S. Government is still widely regarded as representing the highest credit quality globally.

CAM, PFM, MetLife and Payden & Rygel

BANK OF NEW YORK MELLON	\$ 3,925,000	04/20/2029	AA-	Aa2	AA
NATIONAL SECURITIES CLEARING CORP	\$ 7,850,000	05/27/2027 - 05/20/2030	AA+	Aa1	NA
NEW YORK LIFE GLOBAL FUNDING	\$ 12,205,000	09/18/2026 - 12/05/2029	AA+	Aa1	AAA
NORTHWESTERN MUTUAL GLOBAL FUNDING	\$ 13,965,000	07/01/2025 - 01/13/2030	AA+	Aa1	AAA

On May 19, Moody's downgraded several United States (U.S.) financial institutions by one notch. These institutions have rating methodologies that are linked to the U.S. sovereign rating, which was downgraded on May 16. Since the rating actions were driven by Moody's recent downgrade of the U.S. Government rather than any deterioration in the institutions' underlying credit profiles, investment managers recommend holding the affected securities.

PFM

USAA CAPITAL CORP	\$ 2,220,000	06/01/2027	AA-	Aa2	NA
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In May, Moody's and Standard & Poor's (S&P) each downgraded the long-term insurance financial strength rating of United Services Automobile Association (USAA) by one notch. USAA Capital Corporation, a wholly owned subsidiary of USAA and the primary entity through which USAA accesses the debt market, also had its senior unsecured debt rating downgraded—from Aa1 to Aa2 by Moody's and from AA to AA- by S&P. The downgrades of USAA and its subsidiaries were driven by the underperformance of its banking division, USAA Federal Savings Bank, and related compliance issues. The rating agencies expect the bank to resolve its regulatory matters over the next few years, which is anticipated to result in more effective risk management, reduced costs, and improved profitability. The agencies also noted USAA's low gross underwriting leverage in its property and casualty (P&C) business and its modest financial leverage as factors that continue to support the company's credit profile. Despite the downgrade, the security remains compliant with the Investment Policy, and the investment manager recommends holding the securities.

- Rating below minimum requirements:

KEYBANK NATIONAL ASSOCIATION	\$ 1,675,000	08/08/2025 - 01/26/2026	BBB+	Baa1	BBB+
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During October 2023, Moody's and Fitch downgraded Keybank by one notch. The downgrade reflects the agencies' view that a higher-for-longer rate environment is likely to constrain profitability at Keybank more than for other banks of similar size. In addition, Keybank has a lower-than-average capital ratio on a proforma basis when adjusted for unrealized losses on available-for-sale securities. Due to the downgrade by both agencies, the three Keybank securities held within the portfolio fell below the minimum credit quality requirements of the Investment Policy. The Treasurer reviewed the position and recommended the securities be held for the short-term. The Treasurer presented his recommendation to the Chief Executive Officer who concurred. During June 2024, one of three Keybank securities was matured.

Negative Credit Watch:

N/A

DEBT PROGRAM

(M2 Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, 2021 TIFIA Loan)

Outstanding Debt¹

As of 5/31/2025

Orange County Local Transportation Authority (OCLTA-M2)

2025 M2 Sales Tax Revenue Bonds

Issued:	\$	227,565,000
Outstanding:		227,565,000
Debt Service FY 2025:		-
All in True Interest Cost:		3.04%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ Moody's/ S&P):		AA+/Aa2/AAA
Final Maturity:		2041

2019 M2 Sales Tax Revenue Bonds

Issued:	\$	376,690,000
Outstanding:		301,885,000
Debt Service FY 2025:		33,065,900
All in True Interest Cost:		3.14%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ S&P):		AA+/AAA
Final Maturity:		2041

Sub-total M2 Outstanding Debt	\$	529,450,000
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91 Express Lanes

2023 OCTA 91 Express Lanes Refunding Bonds

Issued:	\$	47,545,000
Outstanding:		41,725,000
Debt Service FY 2025:		8,051,750
All in True Interest Cost:		2.80%
Pledged Revenue Source:	91 Toll Road Revenues	
Ratings (Fitch/ Moody's/ S&P):		AA-/Aa3/AA-
Final Maturity:		2030

Sub-total 91 Express Lanes Outstanding Debt	\$	41,725,000
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405 Express Lanes

2021 TIFIA Loan

Amount Available	\$	628,930,000
Outstanding:		637,535,814
Capitalized Interest:		23,824,519
Interest Rate:		1.95%
Pledged Revenue Source:	405 Toll Road Revenues	
Ratings (Moody's):		Baa2
Final Maturity:		2058

Sub-total 405 Express Lanes Outstanding Debt	\$	637,535,814
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TOTAL OUTSTANDING DEBT:	\$	1,208,710,814
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1. Comprises OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, and 2021 TIFIA Loan) currently outstanding and irrespective of OCTA's investment program.

**Orange County Transportation Authority
Portfolio Listing
As of May 31, 2025**

LIQUID PORTFOLIO					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>CASH EQUIVALENTS</u>					
BANK DEPOSITS - BMO BANK	N/A	N/A	535,362	535,362	0.00
BANK DEPOSITS - BANK OF NEW YORK	N/A	N/A	328,421	328,421	0.00
FEDERATED MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	37,491,994	37,491,994	4.17
BMO HARRIS BANK NCD	3/21/2025	10/20/2025	25,000,000	25,000,000	4.39
BARCLAYS COMMERCIAL PAPER	3/19/2025	8/22/2025	25,414,030	25,611,914	4.33
BARCLAYS COMMERCIAL PAPER	1/7/2025	7/7/2025	26,012,886	26,449,923	4.39
FIDELITY MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	216,851,431	216,851,431	4.20
FEDERATED GOVERNMENT OBLIGATIONS FUND	N/A	N/A	14,948,181	14,948,181	4.19
FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	N/A	40,000,000	40,000,000	4.21
DREYFUS MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	41,147,564	41,147,564	4.19
INVESCO MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	48,874,740	48,874,740	4.24
SUB-TOTAL			476,604,609	477,239,530	
<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>	N/A	N/A	7,279,072	7,279,072	4.27
<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>	N/A	N/A	58,161	58,161	4.05
LIQUID PORTFOLIO - TOTAL			\$ 483,941,842	\$ 484,576,763	
MANAGED PORTFOLIO					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>MONEY MARKET FUNDS</u>					
FIRST AMER:GVT OBLG Z	Various	5/31/2025	18,197,130	18,197,130	4.20
SUB-TOTAL			18,197,130	18,197,130	
<u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u>					
COOPERATIVE RABOBANK U.A., NEW YORK BRANCH	7/20/2023	7/17/2026	3,450,000	3,492,021	3.98
CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK	2/5/2024	2/1/2027	3,750,000	3,772,350	4.36
NATIXIS, NEW YORK BRANCH	9/20/2023	9/18/2026	3,575,000	3,631,771	3.95
SUB-TOTAL			10,775,000	10,896,142	
<u>U.S. TREASURY OBLIGATIONS</u>					
UNITED STATES TREASURY	10/15/2021	5/31/2025	7,357,324	7,500,000	0.00
UNITED STATES TREASURY	11/22/2021	6/30/2025	6,811,055	6,977,390	4.03
UNITED STATES TREASURY	1/6/2022	7/31/2025	7,729,375	7,947,200	4.13
UNITED STATES TREASURY	3/23/2022	7/31/2025	6,979,688	7,450,500	4.13
UNITED STATES TREASURY	4/29/2022	9/30/2025	2,161,338	2,140,734	4.28
UNITED STATES TREASURY	5/6/2022	9/30/2025	7,002,734	6,969,830	4.28
UNITED STATES TREASURY	6/3/2022	10/31/2025	8,032,813	7,956,480	4.31
UNITED STATES TREASURY	6/10/2022	11/15/2025	6,818,164	6,935,740	4.28
UNITED STATES TREASURY	8/19/2022	11/15/2025	7,750,938	7,926,560	4.28
UNITED STATES TREASURY	9/19/2022	6/30/2027	294,035	296,238	3.88
UNITED STATES TREASURY	10/6/2022	6/30/2027	3,870,781	3,949,840	3.88
UNITED STATES TREASURY	10/24/2022	3/31/2027	4,150,547	4,387,140	3.93
UNITED STATES TREASURY	12/1/2022	4/30/2027	2,746,277	2,837,824	3.92
UNITED STATES TREASURY	12/21/2022	6/30/2027	2,925,820	2,962,380	3.88
UNITED STATES TREASURY	1/12/2023	2/15/2027	8,006,270	8,261,915	3.96
UNITED STATES TREASURY	2/10/2023	8/31/2027	7,737,813	7,870,000	3.88
UNITED STATES TREASURY	5/17/2023	11/15/2027	3,778,750	3,848,280	3.88
UNITED STATES TREASURY	5/17/2023	7/31/2027	3,865,469	3,905,800	3.89
UNITED STATES TREASURY	6/9/2023	9/30/2027	6,517,012	6,535,815	3.87
UNITED STATES TREASURY	7/5/2023	12/31/2026	7,083,689	7,552,507	3.98
UNITED STATES TREASURY	9/12/2023	8/15/2026	1,660,017	1,680,494	4.09
UNITED STATES TREASURY	9/15/2023	8/15/2026	5,448,223	5,518,040	4.09
UNITED STATES TREASURY	9/19/2023	12/31/2026	4,933,887	5,271,420	3.98
UNITED STATES TREASURY	9/22/2023	8/15/2026	543,641	551,804	4.09
UNITED STATES TREASURY	10/2/2023	9/30/2028	2,782,389	2,843,968	3.88
UNITED STATES TREASURY	10/5/2023	9/15/2026	4,467,129	4,531,095	4.07
UNITED STATES TREASURY	10/17/2023	9/30/2028	1,444,279	1,483,365	3.88
UNITED STATES TREASURY	11/1/2023	9/30/2028	6,286,282	6,485,883	3.88
UNITED STATES TREASURY	11/1/2023	10/15/2026	4,367,688	4,431,460	4.08
UNITED STATES TREASURY	11/10/2023	10/15/2026	3,988,750	4,030,800	4.04
UNITED STATES TREASURY	11/14/2023	10/15/2026	4,974,609	5,038,500	4.04
UNITED STATES TREASURY	11/15/2023	11/15/2026	4,969,531	5,041,600	4.03
UNITED STATES TREASURY	12/1/2023	11/30/2028	6,415,842	6,493,675	3.90
UNITED STATES TREASURY	12/11/2023	11/15/2026	7,560,352	7,562,400	4.03
UNITED STATES TREASURY	12/12/2023	11/15/2026	2,808,859	2,823,296	4.03
UNITED STATES TREASURY	12/15/2023	11/15/2026	3,518,730	3,529,120	4.03
UNITED STATES TREASURY	1/2/2024	12/15/2026	10,465,219	10,415,840	4.01
UNITED STATES TREASURY	1/5/2024	12/15/2026	7,045,391	7,037,730	4.01
UNITED STATES TREASURY	1/9/2024	12/15/2026	4,029,063	4,021,560	4.01
UNITED STATES TREASURY	1/11/2024	6/30/2027	6,514,965	6,615,982	3.88
UNITED STATES TREASURY	1/19/2024	1/15/2027	2,241,123	2,250,270	3.99
UNITED STATES TREASURY	1/22/2024	12/31/2026	8,739,629	9,105,180	3.98
UNITED STATES TREASURY	2/1/2024	1/15/2027	10,395,058	10,396,247	3.99
UNITED STATES TREASURY	2/15/2024	8/31/2026	9,442,870	9,940,386	4.06
UNITED STATES TREASURY	2/16/2024	2/15/2027	2,476,758	2,506,050	3.97
UNITED STATES TREASURY	2/20/2024	2/15/2027	847,185	857,069	3.97
UNITED STATES TREASURY	3/1/2024	2/15/2027	16,567,753	16,750,438	3.97
UNITED STATES TREASURY	3/12/2024	2/15/2027	6,470,801	6,515,730	3.97
UNITED STATES TREASURY	3/15/2024	11/15/2028	4,757,617	4,876,750	3.89
UNITED STATES TREASURY	3/15/2024	12/31/2026	2,917,634	3,052,499	3.98
UNITED STATES TREASURY	4/1/2024	2/28/2029	936,753	945,996	3.91

**Orange County Transportation Authority
Portfolio Listing
As of May 31, 2025**

DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
UNITED STATES TREASURY	4/1/2024	3/15/2027	761,773	768,947	3.95
UNITED STATES TREASURY	4/5/2024	3/15/2027	4,889,986	4,950,413	3.95
UNITED STATES TREASURY	4/8/2024	3/15/2027	4,219,287	4,271,930	3.95
UNITED STATES TREASURY	4/15/2024	4/15/2027	4,096,797	4,141,164	3.94
UNITED STATES TREASURY	4/19/2024	8/15/2028	9,283,594	9,698,100	3.88
UNITED STATES TREASURY	5/1/2024	4/15/2027	618,604	631,275	3.94
UNITED STATES TREASURY	5/13/2024	4/15/2027	4,106,953	4,166,415	3.94
UNITED STATES TREASURY	5/20/2024	6/30/2027	4,073,523	4,176,629	3.89
UNITED STATES TREASURY	5/28/2024	5/15/2027	1,739,609	1,768,725	3.93
UNITED STATES TREASURY	6/3/2024	5/31/2029	999,180	1,021,170	3.92
UNITED STATES TREASURY	6/3/2024	5/15/2027	11,985,514	12,178,935	3.93
UNITED STATES TREASURY	6/11/2024	5/15/2027	6,942,813	7,024,365	3.93
UNITED STATES TREASURY	6/12/2024	5/15/2027	1,993,047	2,021,400	3.93
UNITED STATES TREASURY	6/17/2024	5/15/2027	4,437,311	4,497,615	3.93
UNITED STATES TREASURY	7/1/2024	6/15/2027	3,756,849	3,797,243	3.91
UNITED STATES TREASURY	7/2/2024	10/31/2027	5,342,742	5,627,488	3.89
UNITED STATES TREASURY	7/3/2024	3/31/2027	7,438,488	7,653,122	3.93
UNITED STATES TREASURY	7/3/2024	3/31/2027	6,467,221	6,653,309	3.93
UNITED STATES TREASURY	7/5/2024	5/15/2027	10,468,418	10,612,350	3.93
UNITED STATES TREASURY	8/1/2024	7/15/2027	13,331,544	13,345,458	3.90
UNITED STATES TREASURY	8/5/2024	7/15/2027	4,981,561	4,971,738	3.90
UNITED STATES TREASURY	8/12/2024	7/15/2027	4,798,257	4,779,935	3.90
UNITED STATES TREASURY	8/16/2024	7/31/2029	2,018,750	2,005,320	3.93
UNITED STATES TREASURY	8/16/2024	6/30/2029	3,190,311	3,191,846	3.93
UNITED STATES TREASURY	8/16/2024	12/31/2028	11,160,625	11,144,000	3.90
UNITED STATES TREASURY	8/16/2024	8/15/2028	1,928,359	1,939,620	3.88
UNITED STATES TREASURY	8/16/2024	5/31/2028	4,115,146	4,121,469	3.87
UNITED STATES TREASURY	8/16/2024	2/29/2028	2,008,984	2,006,560	3.87
UNITED STATES TREASURY	8/16/2024	10/31/2027	2,560,436	2,629,236	3.89
UNITED STATES TREASURY	8/21/2024	12/31/2026	9,320,309	9,488,556	3.98
UNITED STATES TREASURY	9/3/2024	4/30/2029	2,893,008	2,887,740	3.91
UNITED STATES TREASURY	9/3/2024	5/31/2028	2,989,102	2,979,390	3.87
UNITED STATES TREASURY	9/3/2024	8/15/2027	5,882,198	5,866,639	3.90
UNITED STATES TREASURY	9/10/2024	8/15/2027	11,546,270	11,464,120	3.90
UNITED STATES TREASURY	9/26/2024	5/31/2029	4,828,516	4,785,750	3.92
UNITED STATES TREASURY	9/27/2024	6/30/2029	3,771,809	3,728,036	3.93
UNITED STATES TREASURY	9/27/2024	11/15/2027	4,817,578	4,810,350	3.88
UNITED STATES TREASURY	9/27/2024	9/15/2027	1,421,382	1,409,411	3.88
UNITED STATES TREASURY	9/30/2024	9/30/2029	5,115,190	5,036,901	3.93
UNITED STATES TREASURY	9/30/2024	2/15/2028	7,320,703	7,284,375	3.88
UNITED STATES TREASURY	9/30/2024	9/15/2027	3,087,285	3,066,086	3.88
UNITED STATES TREASURY	10/1/2024	9/30/2029	34,159,484	33,690,727	3.93
UNITED STATES TREASURY	10/1/2024	9/15/2027	17,841,891	17,743,736	3.88
UNITED STATES TREASURY	10/3/2024	12/31/2028	2,316,262	2,288,500	3.90
UNITED STATES TREASURY	10/3/2024	10/31/2027	3,645,000	3,690,156	3.89
UNITED STATES TREASURY	10/3/2024	3/31/2027	18,519,805	18,523,480	3.93
UNITED STATES TREASURY	10/4/2024	1/31/2029	3,298,750	3,260,043	3.91
UNITED STATES TREASURY	10/4/2024	11/15/2028	2,065,219	2,048,235	3.89
UNITED STATES TREASURY	10/4/2024	9/15/2027	14,431,348	14,341,370	3.88
UNITED STATES TREASURY	10/7/2024	5/31/2029	2,862,422	2,871,450	3.92
UNITED STATES TREASURY	10/7/2024	3/31/2027	5,125,170	5,157,327	3.93
UNITED STATES TREASURY	10/8/2024	10/31/2027	902,305	922,539	3.89
UNITED STATES TREASURY	10/8/2024	6/30/2027	6,635,830	6,665,355	3.88
UNITED STATES TREASURY	10/8/2024	6/30/2027	3,932,344	3,949,531	3.89
UNITED STATES TREASURY	10/9/2024	8/31/2028	1,883,025	1,877,454	3.88
UNITED STATES TREASURY	10/9/2024	3/31/2027	4,836,914	4,874,219	3.93
UNITED STATES TREASURY	10/22/2024	11/15/2028	2,333,063	2,340,840	3.89
UNITED STATES TREASURY	10/25/2024	7/31/2028	3,513,809	3,526,110	3.87
UNITED STATES TREASURY	10/29/2024	1/31/2029	2,238,750	2,256,953	3.91
UNITED STATES TREASURY	10/29/2024	10/15/2027	1,987,813	1,999,460	3.89
UNITED STATES TREASURY	10/31/2024	7/31/2029	8,956,406	9,023,940	3.93
UNITED STATES TREASURY	11/1/2024	10/15/2027	28,308,905	28,492,305	3.89
UNITED STATES TREASURY	11/4/2024	2/15/2029	1,878,281	1,912,500	3.90
UNITED STATES TREASURY	11/4/2024	10/15/2027	3,820,674	3,848,961	3.89
UNITED STATES TREASURY	11/5/2024	6/30/2027	1,887,637	1,905,798	3.88
UNITED STATES TREASURY	11/7/2024	10/31/2027	3,673,023	3,783,070	3.88
UNITED STATES TREASURY	11/7/2024	10/31/2027	1,612,547	1,660,570	3.89
UNITED STATES TREASURY	11/7/2024	10/15/2027	1,982,500	1,999,460	3.89
UNITED STATES TREASURY	11/12/2024	10/31/2029	2,493,262	2,518,075	3.94
UNITED STATES TREASURY	11/12/2024	12/31/2027	3,963,125	4,000,800	3.87
UNITED STATES TREASURY	11/15/2024	1/31/2028	7,317,480	7,430,250	3.87
UNITED STATES TREASURY	11/22/2024	10/31/2026	3,844,168	3,861,969	4.09
UNITED STATES TREASURY	11/26/2024	11/15/2027	696,227	703,885	3.89
UNITED STATES TREASURY	11/26/2024	10/31/2026	696,746	700,819	4.04
UNITED STATES TREASURY	11/27/2024	1/31/2029	7,929,375	8,024,720	3.91
UNITED STATES TREASURY	11/27/2024	7/31/2028	3,983,750	4,029,840	3.87
UNITED STATES TREASURY	12/2/2024	11/30/2029	9,890,434	9,944,420	3.94
UNITED STATES TREASURY	12/2/2024	11/15/2027	6,205,491	6,239,438	3.89
UNITED STATES TREASURY	12/6/2024	11/15/2027	3,820,368	3,846,229	3.89
UNITED STATES TREASURY	12/9/2024	11/30/2029	1,946,593	1,954,628	3.94
UNITED STATES TREASURY	12/10/2024	11/30/2029	4,009,844	4,030,160	3.94
UNITED STATES TREASURY	12/10/2024	11/15/2027	3,827,689	3,846,229	3.89
UNITED STATES TREASURY	12/16/2024	2/28/2029	7,999,063	8,094,080	3.91
UNITED STATES TREASURY	12/16/2024	11/15/2027	3,825,149	3,846,229	3.89
UNITED STATES TREASURY	12/17/2024	12/15/2027	2,981,016	3,009,600	3.87
UNITED STATES TREASURY	12/18/2024	11/30/2027	3,839,429	3,874,690	3.88
UNITED STATES TREASURY	12/20/2024	6/30/2028	7,409,473	7,529,325	3.86

**Orange County Transportation Authority
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DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
UNITED STATES TREASURY	12/24/2024	10/31/2027	6,102,734	6,274,360	3.88
UNITED STATES TREASURY	12/24/2024	6/30/2027	7,308,398	7,405,950	3.88
UNITED STATES TREASURY	1/2/2025	12/31/2029	5,486,569	5,586,075	3.95
UNITED STATES TREASURY	1/2/2025	12/15/2027	13,778,909	13,929,432	3.87
UNITED STATES TREASURY	1/9/2025	12/31/2029	995,586	1,017,500	3.95
UNITED STATES TREASURY	1/13/2025	12/31/2029	2,483,594	2,543,750	3.95
UNITED STATES TREASURY	1/13/2025	6/30/2029	2,182,754	2,241,602	3.93
UNITED STATES TREASURY	1/13/2025	5/31/2028	7,629,050	7,776,208	3.87
UNITED STATES TREASURY	1/15/2025	1/15/2028	3,840,525	3,885,189	3.88
UNITED STATES TREASURY	2/3/2025	1/15/2028	4,558,931	4,601,678	3.88
UNITED STATES TREASURY	2/6/2025	2/28/2029	996,641	1,011,760	3.91
UNITED STATES TREASURY	2/6/2025	1/15/2028	3,848,346	3,885,189	3.88
UNITED STATES TREASURY	2/10/2025	2/28/2029	997,031	1,011,760	3.91
UNITED STATES TREASURY	2/10/2025	1/15/2028	1,747,881	1,765,995	3.88
UNITED STATES TREASURY	2/10/2025	10/15/2027	677,775	684,815	3.89
UNITED STATES TREASURY	2/10/2025	6/15/2027	1,914,473	1,926,505	3.91
UNITED STATES TREASURY	2/13/2025	6/30/2029	1,927,395	1,973,584	3.93
UNITED STATES TREASURY	2/13/2025	10/31/2027	4,621,126	4,728,838	3.88
UNITED STATES TREASURY	2/13/2025	10/15/2027	7,403,613	7,497,975	3.89
UNITED STATES TREASURY	2/18/2025	1/31/2027	1,845,736	1,854,200	3.98
UNITED STATES TREASURY	3/31/2025	3/31/2027	8,977,852	8,989,830	3.94
UNITED STATES TREASURY	3/27/2025	2/28/2030	996,172	1,002,150	3.95
UNITED STATES TREASURY	3/27/2025	12/31/2028	2,472,860	2,487,500	3.90
UNITED STATES TREASURY	3/27/2025	5/31/2028	4,741,954	4,767,020	3.87
UNITED STATES TREASURY	3/27/2025	3/15/2028	2,989,453	3,001,650	3.85
UNITED STATES TREASURY	3/27/2025	2/29/2028	3,997,656	4,013,120	3.87
UNITED STATES TREASURY	3/26/2025	3/15/2028	18,659,440	18,725,293	3.85
UNITED STATES TREASURY	3/26/2025	10/31/2027	2,698,453	2,721,490	3.89
UNITED STATES TREASURY	3/26/2025	6/30/2027	1,575,193	1,579,813	3.89
UNITED STATES TREASURY	3/26/2025	3/31/2027	2,137,359	2,144,656	3.93
UNITED STATES TREASURY	3/26/2025	12/31/2026	2,001,816	2,012,637	3.98
UNITED STATES TREASURY	3/12/2025	2/28/2030	1,494,668	1,503,225	3.95
UNITED STATES TREASURY	3/7/2025	7/31/2028	7,519,629	7,555,950	3.87
UNITED STATES TREASURY	3/25/2025	2/28/2030	746,953	751,613	3.95
UNITED STATES TREASURY	3/25/2025	3/15/2028	2,988,047	3,001,650	3.85
UNITED STATES TREASURY	3/3/2025	2/28/2030	2,742,855	2,750,902	3.95
UNITED STATES TREASURY	3/3/2025	2/15/2028	4,111,238	4,119,046	3.87
UNITED STATES TREASURY	3/6/2025	2/15/2028	840,480	842,991	3.87
UNITED STATES TREASURY	4/30/2025	12/31/2025	8,009,063	7,998,240	4.28
UNITED STATES TREASURY	4/8/2025	3/31/2030	3,873,974	3,862,529	3.95
UNITED STATES TREASURY	4/8/2025	5/31/2028	19,270,988	19,246,859	3.87
UNITED STATES TREASURY	4/10/2025	3/31/2030	959,688	966,885	3.95
UNITED STATES TREASURY	4/10/2025	3/31/2030	1,997,656	2,003,440	3.96
UNITED STATES TREASURY	4/10/2025	3/15/2028	4,019,375	4,002,200	3.85
UNITED STATES TREASURY	4/10/2025	10/31/2027	3,891,442	3,912,248	3.88
UNITED STATES TREASURY	4/14/2025	5/31/2028	6,523,688	6,554,625	3.87
UNITED STATES TREASURY	4/14/2025	10/31/2027	7,556,707	7,607,662	3.88
UNITED STATES TREASURY	4/1/2025	3/31/2030	2,454,594	2,454,214	3.96
UNITED STATES TREASURY	4/1/2025	3/15/2028	14,227,777	14,237,827	3.85
UNITED STATES TREASURY	5/15/2025	11/15/2028	7,272,363	7,315,125	3.89
UNITED STATES TREASURY	5/15/2025	5/15/2028	4,247,246	4,237,378	3.86
UNITED STATES TREASURY	5/1/2025	4/30/2030	3,805,102	3,764,956	3.96
UNITED STATES TREASURY	5/1/2025	4/15/2028	14,358,951	14,249,256	3.87
UNITED STATES TREASURY	5/13/2025	3/31/2030	3,095,432	3,116,074	3.95
UNITED STATES TREASURY	5/13/2025	2/15/2028	7,744,622	7,768,641	3.87
UNITED STATES TREASURY	5/13/2025	4/30/2027	3,941,592	3,947,764	3.92
UNITED STATES TREASURY	5/22/2025	2/15/2028	8,051,250	8,076,560	3.87
UNITED STATES TREASURY	5/8/2025	10/31/2027	7,839,590	7,842,950	3.88
UNITED STATES TREASURY	5/8/2025	4/30/2027	1,983,217	1,977,100	3.97
UNITED STATES TREASURY	5/6/2025	8/31/2027	9,746,859	9,739,125	3.88
UNITED STATES TREASURY	5/6/2025	6/30/2027	7,760,154	7,751,561	3.88
UNITED STATES TREASURY	5/5/2025	6/30/2029	1,926,705	1,924,854	3.93
UNITED STATES TREASURY	5/5/2025	12/31/2028	1,942,383	1,940,250	3.90
SUB-TOTAL			1,058,214,361	1,067,630,642	
<u>FEDERAL AGENCY/GSE</u>					
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	8/14/2026	8,767,160	8,839,336	4.11
FEDERAL FARM CREDIT BANKS FUNDING CORP	9/11/2023	9/1/2026	3,994,800	4,036,600	3.99
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/1/2023	7/30/2026	3,995,640	4,045,640	3.99
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/15/2023	11/15/2027	4,973,700	5,074,300	3.98
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/11/2023	10/4/2027	4,012,000	4,045,280	3.99
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/13/2023	12/7/2026	7,968,800	8,047,920	3.96
FEDERAL FARM CREDIT BANKS FUNDING CORP	4/15/2024	4/10/2029	4,942,000	5,053,050	4.07
FEDERAL FARM CREDIT BANKS FUNDING CORP	5/30/2024	5/8/2026	7,957,920	8,043,760	4.15
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/23/2024	8/16/2027	4,984,050	4,969,250	4.04
FEDERAL FARM CREDIT BANKS FUNDING CORP	9/19/2024	9/10/2029	3,110,585	3,041,579	4.11
FEDERAL HOME LOAN BANKS	2/1/2023	12/10/2027	5,105,600	5,042,450	3.89
FEDERAL HOME LOAN BANKS	3/24/2023	3/10/2028	5,108,250	5,079,450	3.89
FEDERAL HOME LOAN BANKS	6/15/2023	3/25/2027	4,830,700	5,034,177	4.04
FEDERAL HOME LOAN BANKS	6/30/2023	6/9/2028	1,996,120	2,006,080	3.89
FEDERAL HOME LOAN BANKS	7/21/2023	6/30/2028	3,965,360	4,011,440	3.90
FEDERAL HOME LOAN BANKS	9/8/2023	9/8/2028	3,979,600	4,058,520	3.89
FEDERAL HOME LOAN BANKS	10/2/2023	9/11/2026	6,931,120	7,047,530	4.07
FEDERAL HOME LOAN BANKS	1/23/2024	11/17/2026	5,056,950	5,039,800	4.06
FEDERAL HOME LOAN BANKS	3/27/2025	3/10/2028	4,050,320	4,063,560	3.89
FEDERAL NATIONAL MORTGAGE ASSOCIATION	12/6/2021	8/25/2025	7,771,280	7,926,400	4.31

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FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/27/2023	7/24/2026	5,226,860	5,299,947	4.44
FHMS K-051 A2	5/19/2022	9/25/2025	3,500,767	3,455,978	4.40
FHMS K-051 A2	8/10/2022	9/25/2025	1,745,816	1,749,589	4.40
FHMS K-053 A2	8/9/2022	12/25/2025	2,985,187	2,991,932	4.51
FHMS K-054 A2	2/21/2023	1/25/2026	4,351,741	4,527,584	4.51
FHMS K-054 A2	3/6/2023	1/25/2026	1,402,622	1,471,465	4.51
FHMS K-054 A2	5/15/2023	1/25/2026	4,331,022	4,437,032	4.51
FHMS K-057 A2	3/7/2023	7/25/2026	1,761,434	1,858,848	4.33
FHMS K-057 A2	5/23/2023	7/25/2026	2,251,367	2,323,560	4.33
FHMS K-058 A2	4/17/2023	8/25/2026	2,290,781	2,349,816	4.34
FHMS K-059 A2	11/20/2023	9/25/2026	3,078,232	3,196,700	4.37
FHMS K-061 A2	5/24/2023	11/25/2026	1,608,439	1,635,408	4.30
FHMS K-062 A2	7/28/2022	12/25/2026	492,458	483,792	4.30
FHMS K-062 A2	11/13/2023	12/25/2026	1,904,297	1,970,640	4.30
FHMS K-062 A2	8/30/2024	12/25/2026	1,178,766	1,182,286	4.31
FHMS K-063 A2	7/29/2022	1/25/2027	4,743,179	4,646,963	4.30
FHMS K-063 A2	12/9/2022	1/25/2027	3,872,656	3,942,280	4.30
FHMS K-063 A2	10/20/2023	1/25/2027	1,720,633	1,798,665	4.30
FHMS K-065 A2	5/1/2023	4/25/2027	1,162,125	1,177,212	4.25
FHMS K-065 A2	5/14/2024	4/25/2027	2,716,963	2,795,879	4.25
FHMS K-066 A2	7/29/2022	6/25/2027	521,186	513,807	4.20
FHMS K-066 A2	7/15/2024	6/25/2027	2,055,770	2,104,162	4.20
FHMS K-066 A2	3/27/2025	6/25/2027	1,462,969	1,467,220	4.23
FHMS K-066 A2	4/11/2025	6/25/2027	1,221,777	1,223,350	4.20
FHMS K-067 A2	4/18/2023	7/25/2027	3,858,125	3,912,840	4.21
FHMS K-068 A2	5/17/2023	8/25/2027	2,912,461	2,936,550	4.20
FHMS K-068 A2	6/21/2024	8/25/2027	2,575,758	2,642,895	4.20
FHMS K-068 A2	8/19/2024	8/25/2027	778,531	783,080	4.20
FHMS K-069 A2	6/14/2023	9/25/2027	3,747,984	3,841,828	4.20
FHMS K-069 A2	6/21/2024	9/25/2027	2,525,742	2,593,234	4.20
FHMS K-069 A2	12/31/2024	9/25/2027	946,442	960,219	4.21
FHMS K-069 A2	3/11/2025	9/25/2027	717,751	720,343	4.20
FHMS K-070 A2	8/1/2024	11/25/2027	1,851,685	1,883,863	4.19
FHMS K-070 A2	12/31/2024	11/25/2027	1,118,131	1,134,906	4.20
FHMS K-072 A2	3/28/2025	12/25/2027	640,263	642,222	4.21
FHMS K-073 A2	5/30/2023	1/25/2028	6,511,410	6,628,186	4.20
FHMS K-073 A2	3/28/2025	1/25/2028	5,604,453	5,625,398	4.20
FHMS K-074 A2	3/4/2025	1/25/2028	1,712,471	1,722,035	4.19
FHMS K-075 A2	3/10/2025	2/25/2028	2,308,967	2,314,163	4.19
FHMS K-076 A2	3/31/2025	4/25/2028	2,219,590	2,229,390	4.19
FHMS K-076 A2	3/7/2025	4/25/2028	1,977,969	1,981,680	4.19
FHMS K-079 A2	4/22/2025	6/25/2028	2,475,098	2,477,250	4.19
FHMS K-081 A2	3/25/2024	8/25/2028	4,803,447	4,909,315	4.16
FHMS K-084 A2	12/12/2024	10/25/2028	3,916,250	3,938,080	4.23
FHMS K-088 A2	5/7/2025	1/25/2029	1,965,234	1,962,740	4.22
FHMS K-090 A2	3/31/2025	2/25/2029	2,896,875	2,914,500	4.23
FHMS K-092 A2	9/24/2024	4/25/2029	1,954,531	1,931,840	4.24
FHMS K-093 A2	10/21/2024	5/25/2029	2,840,721	2,850,761	4.22
FHMS K-098 A2	3/31/2025	8/25/2029	1,852,344	1,860,340	4.26
FHMS K-101 A1	12/31/2024	7/25/2029	714,672	721,937	4.69
FHMS K-507 A2	10/15/2024	9/25/2028	1,267,578	1,269,488	4.21
FHMS K-509 A2	10/15/2024	9/25/2028	1,524,492	1,524,135	4.25
FHMS K-513 A2	9/30/2024	12/25/2028	1,645,875	1,621,312	4.25
FHMS K-517 A2	9/30/2024	1/25/2029	1,579,863	1,551,705	4.26
FHMS K-518 A2	9/30/2024	1/25/2029	1,605,301	1,578,085	4.29
FHMS K-520 A2	9/30/2024	3/25/2029	1,405,262	1,381,920	4.32
FHMS K-528 A2	9/12/2024	7/25/2029	566,089	558,219	4.31
FHMS K-529 A2	10/16/2024	9/25/2029	974,088	970,481	4.33
FHMS K-530 A2	11/27/2024	9/25/2029	1,201,222	1,214,467	4.33
FHMS K-531 A2	12/12/2024	10/25/2029	803,634	808,128	4.33
FHMS K-539 A2	4/24/2025	1/25/2030	444,984	446,135	4.32
FHMS K-733 A2	3/9/2023	8/25/2025	1,568,887	1,613,732	4.44
FHMS K-734 A2	4/24/2023	2/25/2026	1,763,377	1,809,146	4.50
FHMS K-736 A2	10/11/2023	7/25/2026	2,197,835	2,316,173	4.39
FHMS K-739 A2	11/4/2024	9/25/2027	4,364,152	4,458,918	4.20
FHMS K-739 A2	3/28/2025	9/25/2027	673,077	677,008	4.20
FHMS K-748 A2	8/22/2024	1/25/2029	1,847,109	1,869,580	4.22
FHMS K-750 A2	11/4/2024	9/25/2029	1,881,406	1,907,820	4.26
FHMS K-751 A2	3/28/2025	3/25/2030	2,996,367	3,010,680	4.29
FHMS K-S07 A2	7/28/2022	9/25/2025	489,922	495,890	4.80
FHMS K-S08 A2	9/16/2022	3/25/2027	894,504	905,011	4.44
FHMS K-S08 A2	11/13/2023	3/25/2027	456,260	464,735	4.44
FHR 3778 L	5/11/2022	12/15/2025	26,589.76	26,247.39	5.27
FHR 3806 L	4/9/2021	2/15/2026	18,282.15	17,208.97	5.23
FHR 3806 L	12/10/2021	2/15/2026	2,808.69	2,341.05	5.23
FHR 3806 L	5/5/2022	2/15/2026	127,510.13	125,459.12	5.23
FN AM8730	5/21/2021	7/1/2025	1,542,098.80	1,436,492.99	4.50
FN AN0571	5/1/2023	1/1/2026	582,703.13	593,742.00	4.69
FN AN6001	4/24/2023	7/1/2027	500,375.19	514,530.35	4.50
FN BL5365	9/26/2022	2/1/2027	286,183.16	300,790.69	4.24
FNA 2012-M14 AL	4/26/2023	9/25/2027	3,534,231.62	3,605,344.64	5.75
FNA 2016-M03 A2	7/28/2022	2/25/2026	1,275,217.37	1,280,952.62	4.94
FNA 2016-M03 A2	10/12/2022	2/25/2026	1,603,957.32	1,676,012.77	4.94
FNA 2017-M2 A2	4/19/2023	2/25/2027	339,091.53	349,540.60	5.07
FNA 2017-M2 A2	5/1/2023	2/25/2027	809,400.39	828,540.69	5.07

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FNA 2018-M1 A2	4/21/2023	12/25/2027	640,419.79	656,811.16	4.86
FNA 2018-M2 A2	4/8/2025	1/25/2028	2,540,434.28	2,532,249.00	4.87
FNA 2024-M6 A2	12/17/2024	7/25/2027	3,932,375.00	3,971,332.00	4.81
FNGT 2017-T1 A	2/20/2024	6/25/2027	2,647,521.09	2,726,600.99	4.43
FNGT 2017-T1 A	3/4/2024	6/25/2027	928,221.66	956,702.10	4.43
FRESB 2018-SB52 10F	11/18/2024	6/25/2028	568,897.51	572,563.25	4.68
SUB-TOTAL			280,573,507	283,856,058	
<u>MEDIUM TERM NOTES</u>					
ABBVIE INC	6/13/2024	11/21/2026	4,703,375	4,828,076	4.34
ABBVIE INC	9/19/2024	3/15/2029	1,197,468	1,177,417	4.36
ABBVIE INC	3/27/2025	3/15/2029	287,693	289,279	4.36
ABBVIE INC	4/29/2025	11/21/2029	1,902,080	1,897,080	4.48
ACCENTURE CAPITAL INC	10/4/2024	10/4/2029	544,046	538,084	4.37
ACCENTURE CAPITAL INC	10/4/2024	10/4/2027	569,265	565,873	4.23
ADOBE INC	4/4/2024	4/4/2027	1,544,228	1,564,297	4.11
ADOBE INC	1/17/2025	1/17/2028	2,398,728	2,437,392	4.10
ADVANCED MICRO DEVICES INC	3/24/2025	3/24/2028	2,095,000	2,103,694	4.16
AIR PRODUCTS AND CHEMICALS INC	2/13/2024	5/15/2027	1,829,260	1,913,220	4.18
AIR PRODUCTS AND CHEMICALS INC	9/3/2024	2/8/2029	509,605	505,255	4.28
AMAZON.COM INC	7/15/2024	8/22/2027	3,819,680	3,918,880	4.11
AMERICAN EXPRESS CO	11/4/2021	11/4/2026	560,000	560,179	4.94
AMERICAN EXPRESS CO	8/3/2022	8/1/2025	644,355	644,671	4.20
AMERICAN EXPRESS CO	7/28/2023	7/28/2027	2,445,000	2,466,809	4.59
AMERICAN EXPRESS CO	10/30/2023	10/30/2026	765,000	770,240	4.65
AMERICAN EXPRESS CO	4/25/2024	4/23/2027	595,000	600,361	4.60
AMERICAN EXPRESS CO	7/26/2024	7/26/2028	475,000	480,591	4.73
AMERICAN EXPRESS CO	4/25/2025	4/25/2029	3,140,000	3,157,521	4.80
AMERICAN HONDA FINANCE CORP	7/7/2023	7/7/2026	1,243,469	1,254,400	4.54
AMERICAN HONDA FINANCE CORP	9/13/2024	9/5/2029	804,152	791,600	4.67
APPLE INC	2/27/2023	2/23/2026	1,916,880	1,983,380	4.41
APPLE INC	3/23/2023	2/23/2026	1,938,220	1,983,380	4.41
APPLE INC	5/12/2025	5/12/2030	673,853	673,090	4.26
APPLE INC	5/12/2025	5/12/2028	1,746,570	1,748,583	4.03
ASTRAZENECA FINANCE LLC	2/26/2024	2/26/2027	1,712,119	1,733,128	4.13
ATHENE GLOBAL FUNDING	3/26/2024	3/25/2027	2,555,000	2,590,438	4.71
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	1/18/2024	1/18/2027	2,350,000	2,367,954	4.26
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	3/18/2024	3/18/2026	1,500,000	1,507,245	4.37
BANK OF AMERICA CORP	7/22/2022	7/22/2026	195,000	194,979	4.82
BANK OF AMERICA CORP	1/20/2023	1/20/2027	1,425,000	1,427,993	4.73
BANK OF AMERICA CORP	8/13/2024	4/24/2028	1,757,601	1,773,268	4.68
BANK OF AMERICA CORP	9/13/2024	3/5/2029	492,925	491,045	4.67
BANK OF AMERICA CORP	11/5/2024	4/24/2028	3,820,040	3,853,634	4.64
BANK OF AMERICA CORP	11/12/2024	7/23/2029	1,965,280	1,977,520	4.66
BANK OF AMERICA CORP	1/24/2025	1/24/2029	9,625,000	9,719,325	4.58
BANK OF AMERICA CORP	3/26/2025	9/15/2029	2,070,900	2,072,060	4.62
BANK OF AMERICA CORP	3/26/2025	4/24/2028	476,188	476,474	4.68
BANK OF AMERICA CORP	5/9/2025	5/9/2029	3,980,000	3,979,045	4.63
BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	3,030,000	3,056,088	4.41
BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	895,000	900,781	4.49
BANK OF NEW YORK MELLON CORP	7/26/2022	7/24/2026	3,510,000	3,507,473	4.82
BANK OF NEW YORK MELLON CORP	8/31/2022	1/26/2027	3,695,080	3,857,520	4.30
BANK OF NEW YORK MELLON CORP	7/22/2024	7/21/2028	2,050,000	2,071,792	4.36
BANK OF NEW YORK MELLON CORP	9/13/2024	4/28/2028	746,340	746,280	4.03
BLACKROCK INC	7/26/2024	7/26/2027	7,240,233	7,294,978	4.18
BMW US CAPITAL LLC	4/2/2024	4/2/2027	2,447,085	2,464,137	4.57
BMW US CAPITAL LLC	8/13/2024	4/2/2027	964,149	960,284	4.58
BMW US CAPITAL LLC	8/13/2024	8/13/2026	3,964,921	3,970,194	4.53
BMW US CAPITAL LLC	3/27/2025	4/2/2027	246,465	246,356	4.58
BMW US CAPITAL LLC	3/21/2025	3/21/2030	284,926	287,252	4.86
BMW US CAPITAL LLC	3/21/2025	3/21/2028	354,823	357,343	4.50
BP CAPITAL MARKETS AMERICA INC	5/17/2024	11/17/2027	2,700,000	2,742,201	4.32
BRISTOL-MYERS SQUIBB CO	2/22/2024	2/22/2027	1,178,726	1,193,617	4.17
CADENCE DESIGN SYSTEMS INC	9/10/2024	9/10/2027	1,539,738	1,534,379	4.37
CAMDEN PROPERTY TRUST	11/3/2023	11/3/2026	2,449,927	2,493,022	4.49
CATERPILLAR FINANCIAL SERVICES CORP	5/14/2024	5/14/2027	2,562,179	2,601,218	4.24
CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	5/14/2027	5,014,650	5,070,600	4.24
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	8/16/2029	728,022	730,080	4.37
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/15/2027	1,319,340	1,324,396	4.25
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/16/2026	3,267,449	3,278,862	4.24
CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2029	549,104	557,348	4.37
CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2027	1,248,925	1,260,325	4.24
CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/8/2030	1,542,018	1,573,984	4.35
CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/7/2027	999,550	1,004,320	4.22
CENCORA INC	12/9/2024	12/15/2027	419,223	422,302	4.39
CHEVRON USA INC	2/26/2025	2/26/2028	7,960,000	8,033,630	4.10
CHEVRON USA INC	2/26/2025	2/26/2027	1,885,000	1,896,940	4.02
CHEVRON USA INC	3/27/2025	2/26/2027	482,309	483,040	4.02
CHUBB INA HOLDINGS LLC	8/28/2023	5/3/2026	1,651,406	1,713,150	4.43
CHUBB INA HOLDINGS LLC	12/29/2023	5/3/2026	2,207,530	2,247,890	4.43
CINTAS NO 2 CORP	5/2/2025	5/1/2028	1,737,773	1,737,146	4.26
CISCO SYSTEMS INC	2/26/2024	2/26/2027	5,802,447	5,867,577	4.17
CISCO SYSTEMS INC	3/4/2024	2/26/2027	2,336,261	2,358,140	4.17
CISCO SYSTEMS INC	2/24/2025	2/24/2030	124,906	127,075	4.35
CISCO SYSTEMS INC	3/12/2025	2/24/2030	2,016,520	2,033,200	4.35
CITIBANK NA	12/4/2023	12/4/2026	1,440,000	1,460,722	4.44
CITIBANK NA	4/30/2024	4/30/2026	1,005,000	1,013,090	4.44

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CITIBANK NA	8/6/2024	9/29/2028	722,692	718,083	4.44
CITIBANK NA	8/6/2024	8/6/2026	330,000	331,858	4.40
CITIBANK NA	11/19/2024	11/19/2027	1,925,000	1,932,007	4.62
CITIBANK NA	5/29/2025	5/29/2030	1,000,000	1,008,510	4.72
CITIBANK NA	5/29/2025	5/29/2027	955,000	956,356	4.50
CITIGROUP INC	3/4/2025	3/4/2029	2,805,000	2,808,815	4.73
CITIGROUP INC	5/7/2025	5/7/2028	3,735,000	3,729,248	4.73
CITIGROUP INC	5/19/2025	4/23/2029	3,134,239	3,139,279	4.67
COLGATE-PALMOLIVE CO	5/2/2025	5/1/2030	1,614,144	1,607,813	4.30
COMCAST CORP	9/13/2024	6/1/2029	624,444	615,504	4.38
COMCAST CORP	11/5/2024	4/1/2027	3,812,544	3,844,452	4.33
COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/14/2025	3/14/2028	1,580,000	1,589,038	4.20
COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	9/3/2024	1/9/2029	510,175	506,060	4.43
COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	5/27/2025	5/27/2027	1,485,000	1,489,217	4.22
COREBRIDGE GLOBAL FUNDING	8/22/2024	8/20/2027	1,859,702	1,864,408	4.53
COREBRIDGE GLOBAL FUNDING	1/9/2025	1/7/2028	590,000	596,980	4.41
CUMMINS INC	5/9/2025	5/9/2028	299,790	300,498	4.19
DTE ELECTRIC CO	2/29/2024	12/1/2026	3,459,446	3,496,019	4.13
DUKE ENERGY CAROLINAS LLC	12/12/2023	11/15/2028	3,653,676	3,768,585	4.29
DUKE ENERGY CAROLINAS LLC	2/28/2025	2/1/2030	1,804,900	1,828,280	4.51
ELI LILLY AND CO	2/9/2024	2/9/2027	2,468,691	2,483,832	4.14
ELI LILLY AND CO	8/14/2024	8/14/2029	1,137,503	1,138,199	4.24
ELI LILLY AND CO	8/16/2024	2/9/2029	1,516,917	1,506,088	4.28
ELI LILLY AND CO	2/12/2025	2/12/2030	324,815	330,278	4.36
ELI LILLY AND CO	2/12/2025	2/12/2028	664,574	672,342	4.10
ELI LILLY AND CO	3/27/2025	2/9/2029	386,944	387,856	4.28
ENTERPRISE PRODUCTS OPERATING LLC	1/11/2024	1/11/2027	2,562,358	2,577,338	4.27
EQUITABLE FINANCIAL LIFE GLOBAL FUNDING	3/27/2025	3/27/2030	434,108	437,662	4.86
FIFTH THIRD BANK NA	1/28/2025	1/28/2028	1,015,000	1,019,050	4.71
FLORIDA POWER & LIGHT CO	7/24/2023	5/15/2028	3,935,680	4,018,400	4.23
FLORIDA POWER & LIGHT CO	9/19/2024	5/15/2028	862,019	852,722	4.28
FLORIDA POWER & LIGHT CO	3/27/2025	5/15/2028	229,646	230,736	4.28
GEORGIA POWER CO	11/6/2024	9/15/2029	1,762,476	1,790,832	4.52
GEORGIA POWER CO	3/27/2025	9/15/2029	446,234	450,028	4.52
GOLDMAN SACHS BANK USA	3/18/2024	3/18/2027	2,220,000	2,229,435	4.73
GOLDMAN SACHS BANK USA	5/21/2024	5/21/2027	1,265,000	1,273,880	4.67
GOLDMAN SACHS GROUP INC	8/10/2023	8/10/2026	2,775,000	2,780,106	4.76
GOLDMAN SACHS GROUP INC	11/14/2023	11/16/2026	1,937,324	2,044,560	4.55
GOLDMAN SACHS GROUP INC	10/10/2024	3/15/2028	1,606,688	1,616,504	4.63
GOLDMAN SACHS GROUP INC	3/26/2025	3/15/2028	401,997	402,898	4.63
GOLDMAN SACHS GROUP INC	4/23/2025	4/23/2028	1,560,000	1,567,940	4.65
GUARDIAN LIFE GLOBAL FUNDING	4/28/2025	4/28/2030	1,500,000	1,511,565	4.62
HERSHEY CO	2/24/2025	2/24/2030	628,891	637,932	4.45
HERSHEY CO	2/24/2025	2/24/2028	779,462	788,081	4.13
HOME DEPOT INC	9/19/2022	9/15/2025	1,699,388	1,697,722	4.43
HOME DEPOT INC	12/4/2023	9/30/2026	1,017,766	1,028,996	4.22
HOME DEPOT INC	6/25/2024	6/25/2027	5,905,977	6,001,755	4.14
HOME DEPOT INC	6/25/2024	6/25/2026	5,219,200	5,273,645	4.25
HONEYWELL INTERNATIONAL INC	8/20/2024	8/15/2029	1,865,940	1,867,920	4.44
HORMEL FOODS CORP	3/8/2024	3/30/2027	2,282,784	2,304,263	4.29
HUNTINGTON NATIONAL BANK	2/26/2025	4/12/2028	1,265,000	1,267,985	4.73
HYUNDAI CAPITAL AMERICA	2/26/2024	3/30/2026	3,421,486	3,436,491	4.82
HYUNDAI CAPITAL AMERICA	8/13/2024	1/8/2027	1,402,802	1,395,882	4.97
HYUNDAI CAPITAL AMERICA	3/27/2025	1/8/2027	347,470	346,460	4.97
JACKSON NATIONAL LIFE GLOBAL FUNDING	1/9/2023	1/9/2026	1,601,549	1,612,255	4.73
JACKSON NATIONAL LIFE GLOBAL FUNDING	4/12/2024	4/10/2026	1,488,897	1,502,293	4.60
JOHN DEERE CAPITAL CORP	6/8/2023	6/8/2026	554,678	557,414	4.31
JOHN DEERE CAPITAL CORP	1/8/2024	1/8/2027	998,890	1,004,970	4.17
JOHN DEERE CAPITAL CORP	1/17/2024	1/8/2027	3,997,840	4,019,880	4.17
JOHN DEERE CAPITAL CORP	3/7/2024	3/5/2027	1,348,745	1,363,419	4.26
JOHN DEERE CAPITAL CORP	6/11/2024	6/11/2027	2,172,303	2,204,602	4.19
JOHN DEERE CAPITAL CORP	8/20/2024	6/11/2029	2,044,940	2,038,140	4.33
JOHN DEERE CAPITAL CORP	9/6/2024	7/15/2027	1,734,757	1,736,249	4.16
JOHNSON & JOHNSON	2/20/2025	3/1/2028	1,044,394	1,059,745	3.99
JPMORGAN CHASE & CO	10/18/2023	11/19/2026	2,211,269	2,416,802	4.87
JPMORGAN CHASE & CO	10/23/2023	10/22/2027	1,205,000	1,230,016	4.51
JPMORGAN CHASE & CO	1/23/2024	1/23/2028	1,490,000	1,500,639	4.58
JPMORGAN CHASE & CO	4/22/2024	4/22/2028	240,000	244,387	4.55
JPMORGAN CHASE & CO	6/13/2024	1/23/2028	3,934,033	3,973,167	4.58
JPMORGAN CHASE & CO	7/22/2024	7/22/2028	950,000	957,477	4.59
JPMORGAN CHASE & CO	8/13/2024	2/1/2028	2,898,373	2,919,818	4.63
JPMORGAN CHASE & CO	9/13/2024	6/1/2029	553,518	558,042	4.59
JPMORGAN CHASE & CO	10/22/2024	10/22/2028	1,090,098	1,087,766	4.59
JPMORGAN CHASE & CO	1/24/2025	1/24/2029	2,485,000	2,506,719	4.56
JPMORGAN CHASE & CO	3/27/2025	12/5/2029	2,476,000	2,483,225	4.66
JPMORGAN CHASE & CO	3/26/2025	2/1/2028	768,955	769,412	4.63
JPMORGAN CHASE BANK NA	12/8/2023	12/8/2026	2,965,000	2,998,327	4.30
KEYBANK NA	8/8/2022	8/8/2025	1,319,630	1,317,835	4.96
KEYBANK NA	1/26/2023	1/26/2026	354,705	354,716	4.82
LINCOLN FINANCIAL GLOBAL FUNDING	1/13/2025	1/13/2030	164,921	168,620	4.76
LINCOLN FINANCIAL GLOBAL FUNDING	5/28/2025	5/28/2028	1,209,637	1,212,444	4.55
LINCOLN FINANCIAL GLOBAL FUNDING	5/28/2025	5/28/2028	2,029,391	2,033,372	4.57
LOCKHEED MARTIN CORP	11/6/2024	2/15/2029	1,590,789	1,602,492	4.36
LOCKHEED MARTIN CORP	3/27/2025	2/15/2029	404,692	406,902	4.36
M&T BANK CORP	12/17/2024	1/16/2029	870,000	871,714	4.87
MANUFACTURERS AND TRADERS TRUST CO	1/27/2023	1/27/2026	2,430,763	2,432,906	4.78
MANUFACTURERS AND TRADERS TRUST CO	8/6/2024	1/27/2028	340,111	346,415	4.53

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DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
MARS INC	3/27/2025	3/1/2027	425,094	425,470	4.38
MARS INC	3/12/2025	3/1/2030	739,201	744,566	4.65
MARS INC	3/12/2025	3/1/2028	2,059,979	2,069,600	4.41
MARS INC	3/12/2025	3/1/2027	1,593,565	1,596,766	4.38
MARS INC	3/12/2025	3/1/2027	3,796,580	3,803,686	4.39
MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	3,366,613	3,383,884	4.36
MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	1,029,019	1,033,624	4.39
MASSMUTUAL GLOBAL FUNDING II	8/26/2022	8/26/2025	889,083	889,324	4.42
MASSMUTUAL GLOBAL FUNDING II	4/9/2024	4/9/2027	2,614,216	2,649,936	4.34
MASSMUTUAL GLOBAL FUNDING II	8/16/2024	5/30/2029	1,525,333	1,516,452	4.57
MASSMUTUAL GLOBAL FUNDING II	1/10/2025	1/10/2030	1,599,232	1,619,856	4.65
MASSMUTUAL GLOBAL FUNDING II	3/27/2025	3/27/2028	3,670,627	3,681,872	4.38
MASSMUTUAL GLOBAL FUNDING II	3/26/2025	5/30/2029	387,767	388,048	4.57
MASTERCARD INC	9/5/2024	1/15/2028	1,199,340	1,200,732	4.07
MASTERCARD INC	2/27/2025	3/15/2028	1,224,069	1,240,300	4.06
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/23/2023	8/3/2026	1,340,348	1,358,195	4.66
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	1/11/2024	1/11/2027	1,698,266	1,703,179	4.68
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/1/2024	7/31/2026	4,244,193	4,255,910	4.64
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	9/3/2024	8/3/2028	358,474	354,228	4.68
MET TOWER GLOBAL FUNDING	6/13/2022	6/13/2025	524,486	524,811	4.62
MET TOWER GLOBAL FUNDING	10/1/2024	10/1/2027	494,708	489,951	4.46
META PLATFORMS INC	8/16/2024	8/15/2029	1,595,750	1,599,836	4.22
META PLATFORMS INC	3/27/2025	8/15/2029	403,315.20	406,227.96	4.22
METROPOLITAN LIFE GLOBAL FUNDING I	1/6/2023	1/6/2026	1,750,000.00	1,754,847.50	4.52
METROPOLITAN LIFE GLOBAL FUNDING I	6/11/2024	6/11/2027	1,732,848.60	1,756,097.60	4.42
METROPOLITAN LIFE GLOBAL FUNDING I	8/6/2024	1/8/2029	701,999.10	697,790.10	4.51
METROPOLITAN LIFE GLOBAL FUNDING I	1/9/2025	1/9/2030	1,317,280.80	1,339,813.20	4.53
MORGAN STANLEY	10/18/2022	10/16/2026	1,165,000.00	1,170,836.65	4.75
MORGAN STANLEY	1/19/2023	1/28/2027	754,984.90	756,608.15	4.71
MORGAN STANLEY	4/19/2024	4/13/2028	1,530,000.00	1,558,259.10	4.61
MORGAN STANLEY	8/6/2024	2/1/2029	349,595.40	349,160.70	4.64
MORGAN STANLEY	8/13/2024	4/13/2028	1,825,680.15	1,817,720.83	4.61
MORGAN STANLEY	3/26/2025	4/13/2028	530,233.60	529,532.12	4.61
MORGAN STANLEY	4/17/2025	4/12/2029	2,250,000.00	2,271,060.00	4.64
MORGAN STANLEY	5/19/2025	11/1/2029	3,917,160.00	3,921,400.80	4.67
MORGAN STANLEY BANK NA	11/1/2023	10/30/2026	2,340,000.00	2,386,402.20	4.34
MORGAN STANLEY BANK NA	1/18/2024	1/14/2028	1,250,000.00	1,257,512.50	4.56
MORGAN STANLEY BANK NA	5/30/2024	5/26/2028	680,000.00	692,206.00	4.55
MORGAN STANLEY BANK NA	7/19/2024	7/14/2028	1,060,000.00	1,068,999.40	4.54
MORGAN STANLEY BANK NA	10/18/2024	10/15/2027	2,325,000.00	2,323,442.25	4.49
MORGAN STANLEY BANK NA	1/21/2025	1/12/2029	1,315,000.00	1,328,215.75	4.60
MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	11/21/2024	10/15/2029	1,596,574.80	1,623,633.66	4.69
MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	3/26/2025	10/15/2029	452,051.60	456,020.57	4.69
NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/11/2024	6/11/2027	1,335,000.00	1,355,812.65	4.28
NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	11/26/2024	10/26/2027	967,177.30	975,441.70	4.25
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	5/4/2022	6/15/2025	1,524,588.25	1,523,932.50	5.05
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/31/2022	10/30/2025	114,845.90	115,401.35	4.58
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/9/2023	3/13/2026	2,223,835.90	2,227,814.60	4.57
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	11/2/2023	11/13/2026	1,734,392.75	1,761,597.55	4.44
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/5/2024	2/5/2027	2,854,143.50	2,877,297.55	4.29
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	5/10/2024	5/6/2027	2,828,245.40	2,866,507.00	4.37
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	8/16/2024	2/5/2027	1,070,070.00	1,068,191.68	4.29
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	9/16/2024	6/15/2029	223,329.10	219,601.00	4.55
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/7/2025	2/7/2028	864,619.40	873,684.60	4.34
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/27/2025	2/7/2030	2,014,320.00	2,025,600.00	4.64
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/27/2025	2/7/2025	287,299.95	287,202.48	4.29
NATIONAL SECURITIES CLEARING CORP	8/6/2024	5/30/2028	353,035.05	351,175.50	4.34
NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2030	1,364,153.70	1,374,759.75	4.54
NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2027	1,703,482.55	1,709,535.30	4.21
NATIONAL SECURITIES CLEARING CORP	5/20/2025	5/20/2027	4,431,052.85	4,446,264.90	4.21
NEVADA POWER CO	8/16/2024	5/1/2029	1,579,360.95	1,589,460.34	4.48
NEVADA POWER CO	3/27/2025	5/1/2029	401,230.30	403,441.01	4.48
NEW YORK LIFE GLOBAL FUNDING	9/19/2023	9/18/2026	1,384,736.85	1,403,808.30	4.36
NEW YORK LIFE GLOBAL FUNDING	2/8/2024	9/18/2026	4,115,934.00	4,104,999.00	4.36
NEW YORK LIFE GLOBAL FUNDING	10/1/2024	10/1/2027	2,739,397.20	2,711,202.60	4.38
NEW YORK LIFE GLOBAL FUNDING	12/5/2024	12/5/2029	1,334,239.05	1,341,501.45	4.48
NEW YORK LIFE GLOBAL FUNDING	4/25/2025	4/25/2028	2,693,113.50	2,700,039.65	4.33
NEXTERA ENERGY CAPITAL HOLDINGS INC	1/31/2024	1/29/2026	2,608,825.50	2,616,629.40	4.55
NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	1,364,959.05	1,379,441.70	4.42
NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	2,325,000.00	2,328,673.50	5.06
NORTHERN TRUST CORP	11/30/2022	5/10/2027	2,442,500.00	2,492,075.00	4.17
NORTHERN TRUST CORP	1/13/2023	5/10/2027	1,487,715.00	1,495,245.00	4.17
NORTHWESTERN MUTUAL GLOBAL FUNDING	7/1/2022	7/1/2025	5,003,298.30	5,002,697.70	4.46
NORTHWESTERN MUTUAL GLOBAL FUNDING	4/20/2023	4/6/2026	2,236,430.40	2,239,760.55	4.44
NORTHWESTERN MUTUAL GLOBAL FUNDING	3/25/2024	3/25/2027	1,209,866.90	1,224,229.60	4.39
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/13/2024	3/25/2027	737,404.75	733,554.28	4.39
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/19/2024	6/12/2028	1,322,438.00	1,319,091.80	4.38
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/19/2024	3/25/2027	739,086.75	733,554.28	4.39
NORTHWESTERN MUTUAL GLOBAL FUNDING	9/12/2024	9/12/2027	819,975.40	815,186.60	4.38
NORTHWESTERN MUTUAL GLOBAL FUNDING	1/13/2025	1/13/2030	1,594,936.20	1,621,030.40	4.56
NORTHWESTERN MUTUAL GLOBAL FUNDING	3/26/2025	6/12/2028	354,350.50	355,140.10	4.38
NOVARTIS CAPITAL CORP	9/18/2024	9/18/2029	927,740.10	914,459.70	4.23
NUVEEN LLC	10/2/2024	11/1/2028	796,880.00	788,736.00	4.45
OHIO EDISON CO	5/23/2025	12/15/2029	429,948.40	433,440.00	4.75
PACCAR FINANCIAL CORP	8/10/2023	8/10/2026	3,593,202.50	3,627,103.35	4.27
PACCAR FINANCIAL CORP	5/13/2024	5/13/2027	2,368,175.10	2,404,341.30	4.22
PACCAR FINANCIAL CORP	8/6/2024	8/6/2027	6,486,361.65	6,534,099.90	4.16

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PACCAR FINANCIAL CORP	9/26/2024	9/26/2029	254,474.70	251,310.15	4.37
PACCAR FINANCIAL CORP	11/25/2024	11/25/2026	2,343,006.75	2,357,663.00	4.12
PACCAR FINANCIAL CORP	3/3/2025	3/3/2028	1,224,252.75	1,236,515.00	4.18
PACCAR FINANCIAL CORP	5/8/2025	5/8/2030	2,211,566.75	2,220,249.55	4.50
PACIFIC LIFE GLOBAL FUNDING II	8/30/2023	8/28/2026	794,721.75	805,541.70	4.39
PACIFIC LIFE GLOBAL FUNDING II	8/6/2024	7/18/2028	358,651.65	355,536.30	4.44
PACIFIC LIFE GLOBAL FUNDING II	8/16/2024	7/18/2028	1,001,563.80	1,001,516.27	4.38
PACIFIC LIFE GLOBAL FUNDING II	2/10/2025	2/10/2030	824,711.25	831,624.75	4.66
PACIFIC LIFE GLOBAL FUNDING II	3/26/2025	7/18/2028	262,586.25	263,285.21	4.38
PEPSICO INC	9/3/2024	7/17/2029	511,250.00	504,990.00	4.23
PEPSICO INC	2/7/2025	2/7/2030	364,386.80	368,828.85	4.35
PEPSICO INC	2/7/2025	2/7/2028	2,848,803.00	2,876,163.00	4.07
PFIZER INC	8/16/2024	3/15/2029	1,969,981.75	1,974,534.04	4.31
PFIZER INC	3/27/2025	3/15/2029	501,638.80	504,549.24	4.31
PNC FINANCIAL SERVICES GROUP INC	1/24/2023	1/26/2027	1,630,000.00	1,630,929.10	4.66
PNC FINANCIAL SERVICES GROUP INC	1/22/2024	1/21/2028	490,000.00	495,635.00	4.96
PNC FINANCIAL SERVICES GROUP INC	3/12/2024	10/20/2027	3,808,842.95	3,799,014.25	4.50
PNC FINANCIAL SERVICES GROUP INC	3/26/2025	6/12/2029	2,055,340.00	2,057,900.00	4.55
PRICOA GLOBAL FUNDING I	8/31/2022	8/28/2025	354,783.45	354,701.80	4.50
PRICOA GLOBAL FUNDING I	8/28/2023	8/28/2026	809,181.90	820,675.80	4.44
PRICOA GLOBAL FUNDING I	5/28/2025	5/28/2030	1,993,583.55	2,002,581.00	4.61
PRINCIPAL LIFE GLOBAL FUNDING II	1/16/2024	1/16/2027	474,814.75	478,538.75	4.52
PRINCIPAL LIFE GLOBAL FUNDING II	8/6/2024	1/25/2029	352,410.60	350,323.35	4.63
PRINCIPAL LIFE GLOBAL FUNDING II	8/19/2024	8/19/2027	789,383.80	791,374.60	4.51
PRINCIPAL LIFE GLOBAL FUNDING II	11/27/2024	11/27/2029	519,979.20	524,357.60	4.74
PRINCIPAL LIFE GLOBAL FUNDING II	1/9/2025	1/9/2028	1,938,506.20	1,955,287.20	4.48
PROCTER & GAMBLE CO	5/1/2025	5/1/2030	997,940.00	992,080.00	4.23
PUBLIC SERVICE ELECTRIC AND GAS CO	7/26/2023	5/1/2028	1,929,761.61	1,999,538.92	4.23
PUBLIC SERVICE ELECTRIC AND GAS CO	1/31/2024	9/1/2028	2,539,641.65	2,583,607.39	4.35
ROCHE HOLDINGS INC	11/13/2023	11/13/2026	2,775,000.00	2,814,072.00	4.20
ROCHE HOLDINGS INC	9/18/2024	9/9/2029	757,912.50	746,370.00	4.33
SAMMONS FINANCIAL GROUP GLOBAL FUNDING	1/10/2025	1/10/2028	794,364.00	804,388.95	4.56
SOUTHERN CALIFORNIA GAS CO	10/10/2024	4/15/2027	1,070,258.67	1,078,619.84	4.39
SOUTHERN CALIFORNIA GAS CO	3/27/2025	4/15/2027	266,241.25	267,949.83	4.39
STATE STREET BANK AND TRUST CO	4/21/2025	11/23/2029	2,015,560.00	2,024,140.00	4.48
STATE STREET CORP	11/4/2022	11/4/2026	685,000.00	688,178.40	4.63
STATE STREET CORP	3/18/2024	3/18/2027	5,775,000.00	5,844,011.25	4.26
STATE STREET CORP	2/28/2025	2/28/2028	2,790,000.00	2,811,706.20	4.22
STATE STREET CORP	4/24/2025	4/24/2028	595,000.00	596,326.85	4.42
TEXAS INSTRUMENTS INC	2/8/2024	2/8/2027	2,198,592.00	2,212,804.00	4.22
TEXAS INSTRUMENTS INC	5/23/2025	5/23/2030	599,652.00	601,812.00	4.43
THERMO FISHER SCIENTIFIC INC	12/5/2023	12/5/2026	1,873,706.25	1,892,343.75	4.33
TORONTO-DOMINION BANK	4/12/2024	4/5/2027	4,942,150.00	5,041,850.00	4.50
TOYOTA MOTOR CREDIT CORP	5/18/2023	5/18/2026	1,509,124.20	1,510,619.10	4.41
TOYOTA MOTOR CREDIT CORP	3/21/2024	3/19/2027	724,122.75	733,874.00	4.28
TOYOTA MOTOR CREDIT CORP	5/16/2024	5/15/2026	3,822,513.75	3,856,020.75	4.33
TOYOTA MOTOR CREDIT CORP	8/20/2024	8/9/2029	2,012,880.00	2,004,340.00	4.49
TOYOTA MOTOR CREDIT CORP	10/10/2024	10/8/2027	219,914.20	219,971.40	4.35
TOYOTA MOTOR CREDIT CORP	5/15/2025	5/14/2027	1,564,295.75	1,569,945.40	4.33
TRUIST FINANCIAL CORP	7/28/2022	7/28/2026	3,065,000.00	3,061,505.90	4.90
TRUIST FINANCIAL CORP	10/28/2022	10/28/2026	1,650,000.00	1,657,111.50	4.81
UBS AG (STAMFORD BRANCH)	1/10/2025	1/10/2028	4,605,000.00	4,627,840.80	4.54
UNILEVER CAPITAL CORP	8/12/2024	8/12/2027	1,002,316.65	1,008,276.30	4.09
UNITEDHEALTH GROUP INC	3/21/2024	4/15/2027	2,085,363.00	2,104,431.00	4.48
UNITEDHEALTH GROUP INC	7/25/2024	7/15/2026	603,983.60	606,355.20	4.54
UNITEDHEALTH GROUP INC	7/31/2024	5/15/2029	3,411,485.00	3,419,255.00	4.64
US BANCORP	8/13/2024	7/22/2028	1,501,755.40	1,508,286.15	4.60
US BANCORP	9/3/2024	1/27/2028	3,769,259.00	3,832,023.60	4.57
US BANCORP	3/26/2025	7/22/2028	414,468.80	414,528.97	4.60
US BANK NA	10/22/2024	10/22/2027	1,935,000.00	1,932,716.70	4.59
US BANK NA	5/15/2025	5/15/2028	1,035,000.00	1,035,993.60	4.86
USAA CAPITAL CORP	6/3/2024	6/1/2027	2,213,584.20	2,260,048.80	4.30
VOLKSWAGEN GROUP OF AMERICA FINANCE LLC	8/15/2024	8/14/2026	4,504,763.70	4,505,901.00	4.88
WALMART INC	9/9/2022	9/9/2025	1,274,107.50	1,273,674.00	4.25
WALMART INC	4/28/2025	4/28/2030	549,048.50	552,013.00	4.27
WALMART INC	4/28/2025	4/28/2027	874,886.25	876,251.25	4.02
WASTE MANAGEMENT INC	7/3/2024	7/3/2027	2,561,896.35	2,601,474.30	4.20
WASTE MANAGEMENT INC	11/4/2024	3/15/2028	3,826,447.95	3,859,735.75	4.24
WASTE MANAGEMENT INC	11/4/2024	3/15/2028	1,606,409.70	1,619,677.71	4.26
WASTE MANAGEMENT INC	3/27/2025	3/15/2028	426,270.75	427,554.67	4.26
WELLS FARGO & CO	8/15/2022	8/15/2026	1,360,000.00	1,359,456.00	4.67
WELLS FARGO & CO	3/30/2023	4/22/2026	2,046,240.00	2,145,420.00	4.57
WELLS FARGO & CO	4/22/2024	4/22/2028	995,000.00	1,013,387.60	4.67
WELLS FARGO & CO	1/24/2025	1/24/2028	6,275,000.00	6,298,217.50	4.66
WELLS FARGO & CO	4/23/2025	4/23/2029	1,395,000.00	1,405,878.21	4.68
WELLS FARGO & CO	4/23/2025	4/23/2029	2,295,000.00	2,312,074.80	4.69
WELLS FARGO BANK NA	8/9/2023	8/7/2026	534,957.20	540,922.45	4.41
WELLS FARGO BANK NA	12/11/2023	12/11/2026	4,100,000.00	4,152,316.00	4.34
SUB-TOTAL			579,266,431	583,978,057	
<u>MORTGAGE AND ASSET-BACK SECURITIES</u>					
AESOP 2023-7 A	4/28/2025	8/21/2028	2,047,500	2,049,120	4.67
AESOP 212 A	1/22/2024	2/20/2028	702,027	741,776	4.64
AESOP 212 A	3/15/2024	2/20/2028	910,508	957,130	4.64
AESOP 221 A	5/16/2024	8/21/2028	1,906,563	1,969,660	4.67
AESOP 221 A	7/17/2024	8/21/2028	1,906,492	1,945,039	4.67
AESOP 221 A	8/15/2024	8/21/2028	1,756,125	1,772,560	4.67
AESOP 242 A	8/20/2024	10/20/2028	575,611	575,808	4.68
AESOP 242 A	9/27/2024	10/20/2028	727,736	722,285	4.68

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ALLYA 2022-1 A3	5/18/2022	11/16/2026	370,830	370,175	4.42
ALLYA 2022-2 A3	10/12/2022	5/17/2027	411,914	411,997	4.76
ALLYA 2023-1 A3	7/19/2023	5/15/2028	1,471,983	1,481,833	4.75
ALLYA 2024-2 A3	9/27/2024	7/16/2029	974,899	972,221	4.36
AMCAR 2023-2 A3	9/20/2023	5/18/2028	4,599,241	4,637,536	4.84
AMCAR 2024-1 A3	5/29/2024	1/18/2029	1,199,889	1,213,608	1.73
AMXCA 2023-1 A	6/14/2023	5/15/2028	1,339,881	1,345,789	4.45
AMXCA 2024-1 A	4/23/2024	4/16/2029	5,218,930	5,309,627	4.31
AMXCA 2024-1 A	12/26/2024	4/16/2029	1,671,656	1,677,887	4.33
AMXCA 2024-3 A	10/11/2024	7/16/2029	1,614,500	1,612,668	4.30
AMXCA 2024-3 A	3/26/2025	7/16/2029	598,579	599,711	4.30
AMXCA 2025-1 A	2/11/2025	12/17/2029	949,789	957,239	4.28
AMXCA 2025-2 A	5/13/2025	4/15/2030	5,724,896	5,725,115	4.32
BAAT 2024-1 A3	5/22/2024	11/15/2028	549,910	555,451	4.64
BAAT 231 A3	7/31/2023	2/15/2028	904,467	910,363	4.78
BAAT 232 A3	11/21/2023	6/15/2028	1,299,976	1,312,532	4.81
BAAT 251 A3	5/12/2025	11/15/2029	2,029,860	2,029,594	4.35
BACCT 2023-1 A	6/16/2023	5/15/2028	914,793	918,312	4.44
BACCT 2023-2 A	12/14/2023	11/15/2028	1,334,821	1,347,469	4.36
BACCT 2023-2 A	7/5/2024	11/15/2028	1,795,579	1,814,793	4.36
BACCT 2024-1 A	6/13/2024	5/15/2029	2,544,857	2,577,245	4.29
BACCT 2024-1 A	7/5/2024	5/15/2029	399,859	405,068	4.29
BACCT 2024-1 A	3/27/2025	5/15/2029	3,035,156	3,037,779	4.30
BMWLT 2024-2 A3	10/7/2024	10/25/2027	3,349,690	3,337,605	4.54
BMWOT 2022-A A3	5/18/2022	8/25/2026	374,215	373,329	4.57
BMWOT 2023-A A3	7/18/2023	2/25/2028	634,796	639,130	4.63
BMWOT 2024-A A3	6/11/2024	2/26/2029	3,864,413	3,897,853	4.66
BMWOT 2025-A A3	2/12/2025	9/25/2029	864,915	869,758	4.34
CARMX 2022-2 A3	4/28/2022	2/16/2027	412,255	411,101	4.66
CARMX 2022-3 A3	7/20/2022	4/15/2027	943,327	940,755	4.70
CARMX 2022-4 A3	10/31/2022	8/16/2027	1,512,007	1,517,125	4.78
CARMX 2023-2 A3	4/26/2023	1/18/2028	2,331,699	2,338,826	4.70
CARMX 2023-4 A3	10/18/2023	7/17/2028	599,882	608,526	4.70
CARMX 2024-1 A3	1/24/2024	10/16/2028	3,499,732	3,513,160	4.68
CARMX 2024-2 A3	4/24/2024	1/16/2029	1,999,930	2,026,560	4.67
CARMX 2024-2 A3	5/20/2024	1/16/2029	367,666	369,847	4.67
CARMX 2024-3 A3	7/30/2024	7/16/2029	5,699,743	5,740,584	4.56
CARMX 2024-4 A3	11/5/2024	10/15/2029	1,099,794	1,107,238	4.33
CCCT 2023-A1 A1	12/11/2023	12/8/2027	584,927	586,942	4.58
CHAIT 2023-1 A	9/15/2023	9/15/2028	6,538,187	6,604,288	4.42
CHAIT 241 A	1/31/2024	1/16/2029	3,259,504	3,276,365	4.32
CHAOT 245 A3	9/24/2024	8/27/2029	944,901	940,681	4.69
COMET 2024-1 A	9/24/2024	9/17/2029	4,693,576	4,664,295	4.26
COMET 2024-1 A	9/24/2024	9/17/2029	2,498,242	2,481,210	4.30
COPAR 2021-1 A3	10/27/2021	9/15/2026	51,025	50,899	3.92
COPAR 2022-1 A3	5/4/2022	4/15/2027	466,293	463,979	4.46
COPAR 2022-2 A3	8/10/2022	5/17/2027	630,016	627,547	4.51
CRVNA 23P2 A3	5/31/2023	4/10/2028	1,470,195	1,486,545	4.82
DLLAA 251 A3	1/22/2025	10/20/2029	1,319,876	1,334,362	4.48
DLLAA 251 A3	1/22/2025	10/20/2029	549,948	552,984	4.74
DRVPNK 2025-1 A3	5/21/2025	11/13/2029	674,984	677,153	4.60
EFF 244 A3	10/16/2024	11/20/2028	7,829,054	7,844,094	4.51
FITAT 2023-1 A3	8/23/2023	8/15/2028	2,600,101	2,618,568	4.80
FORDF 2024-1 A1	5/10/2024	4/15/2029	2,599,488	2,637,830	4.52
FORDF 2024-1 A1	1/30/2025	4/15/2029	1,268,164	1,268,188	4.52
FORDF 2025-1 A1	5/28/2025	4/15/2030	1,599,618	1,600,000	4.68
FORDF 243 A1	10/8/2024	9/17/2029	5,849,468	5,837,013	4.44
FORDO 2022-A A3	1/24/2022	6/15/2026	19,745	19,723	4.04
FORDO 2022-B A3	6/27/2022	9/15/2026	110,500	110,389	4.52
FORDO 2023-B A3	6/26/2023	5/15/2028	1,414,422	1,421,357	4.68
FORDO 2024-B A3	6/24/2024	4/15/2029	3,264,970	3,305,617	4.39
FORDO 2024-C A3	9/20/2024	7/15/2029	1,524,990	1,517,207	4.38
FORDO 2025-A A3	3/25/2025	10/15/2029	2,929,715	2,926,572	4.54
GALC 2022-1 A3	10/12/2022	9/15/2026	2,007,877	2,010,071	4.86
GALC 241 A3	1/31/2024	1/18/2028	2,799,516	2,816,268	4.51
GALC 251 A3	3/12/2025	4/16/2029	1,699,832	1,697,195	4.62
GFORT 231 A1	6/28/2023	6/15/2028	1,299,682	1,310,049	4.62
GMALT 2024-1 A3	2/15/2024	3/22/2027	1,714,786	1,720,591	4.56
GMALT 2024-3 A3	10/2/2024	10/20/2027	439,948	439,089	4.44
GMALT 2025-2 A3	5/29/2025	5/22/2028	919,985	919,985	4.63
GMCAR 2021-4 A3	10/21/2021	9/16/2026	72,018	71,891	3.73
GMCAR 2022-1 A3	1/19/2022	11/16/2026	143,451	143,079	4.40
GMCAR 2022-2 A3	4/13/2022	2/16/2027	294,354	293,156	4.66
GMCAR 2022-3 A3	7/13/2022	4/16/2027	498,998	497,664	4.55
GMCAR 2023-2 A3	4/12/2023	2/16/2028	512,551	512,473	4.54
GMCAR 2023-4 A3	10/11/2023	8/16/2028	939,807	951,233	4.69
GMCAR 2024-1 A3	1/17/2024	12/18/2028	764,846	768,596	4.52
GMCAR 2024-2 A3	4/10/2024	3/16/2029	1,269,754	1,279,195	4.63
GMCAR 2024-3 A3	7/10/2024	4/16/2029	1,894,708	1,911,411	4.64
GMCAR 2024-4 A3	10/16/2024	8/16/2029	2,639,492	2,641,003	4.42
GMCAR 2025-1 A3	1/15/2025	12/17/2029	2,964,780	2,982,968	4.38
GMCAR 2025-2 A3	5/14/2025	4/16/2030	2,599,617	2,603,276	4.27
HALST 2024-B A3	5/22/2024	5/17/2027	1,964,945	1,980,936	4.43
HALST 2025-A A3	1/22/2025	1/18/2028	809,939	814,253	4.51
HALST 2025-B A3	4/30/2025	4/17/2028	629,943	632,211	4.43
HALST 2025-B A4	4/30/2025	4/16/2029	1,999,733	2,008,100	4.48
HALST 24A A3	1/24/2024	3/15/2027	1,794,660	1,800,062	4.57

**Orange County Transportation Authority
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DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
HAROT 2022-1 A3	2/23/2022	5/15/2026	108,391	108,064	4.63
HAROT 2022-2 A3	8/24/2022	7/20/2026	393,678	392,942	4.55
HAROT 2023-4 A3	11/8/2023	6/21/2028	599,894	606,900	4.62
HAROT 2024-3 A3	8/21/2024	3/21/2029	5,224,179	5,244,071	4.39
HAROT 252 A3	5/8/2025	10/15/2029	5,354,402	5,348,306	4.24
HART 2022-B A3	7/20/2022	11/16/2026	355,139	354,517	4.56
HART 2022-C A3	11/9/2022	6/15/2027	3,364,663	3,375,446	4.74
HART 2024-C A3	10/16/2024	5/15/2029	1,794,869	1,796,203	4.42
HART 2025-A A3	3/12/2025	10/15/2029	4,439,345	4,439,645	4.36
HDMOT 2022-A A3	4/20/2022	2/16/2027	274,417	273,911	4.58
HDMOT 2023-A A3	2/23/2023	12/15/2027	1,062,950	1,064,747	4.82
HUNT 241 A3	2/22/2024	1/16/2029	1,599,940	1,612,224	4.74
JDOT 2022 A3	3/16/2022	9/15/2026	252,809	251,879	4.31
JDOT 2024 A3	3/19/2024	11/15/2028	1,254,930	1,264,413	4.44
JDOT 2025 A3	3/11/2025	9/17/2029	2,644,834	2,641,509	4.33
KCOT 2022-1 A3	3/23/2022	10/15/2026	686,933	683,342	4.82
KCOT 2023-1 A3	3/31/2023	6/15/2027	5,789,469	5,806,067	4.64
KCOT 2024-2 A2	6/25/2024	4/15/2027	772,569	776,326	4.14
KCOT 222 A3	7/21/2022	12/15/2026	942,727	940,779	4.81
KCOT 232 A3	7/26/2023	1/18/2028	3,029,235	3,053,452	4.31
KCOT 241 A3	2/21/2024	7/17/2028	4,039,842	4,088,682	4.52
KCOT 251 A2	2/19/2025	12/15/2027	899,888	901,404	4.63
LADAR 243 A3	10/29/2024	3/15/2029	624,973	625,088	4.70
MBALT 2024-A A3	5/23/2024	1/18/2028	1,319,846	1,334,058	4.42
MBALT 2024-B A3	9/25/2024	2/15/2028	2,149,638	2,143,206	4.56
MBALT 2025-A A3	5/21/2025	4/16/2029	1,004,877	1,012,266	4.31
MBART 2022-1 A3	11/22/2022	8/16/2027	1,758,882	1,764,508	4.71
MBART 2023-1 A3	1/25/2023	11/15/2027	400,961	400,841	4.62
MBART 2025-1 A3	1/23/2025	12/17/2029	2,659,434	2,684,605	4.41
MTLRF 25LEA1 A3	5/21/2025	9/17/2029	3,599,284	3,625,776	4.82
NALT 2025-A B	1/22/2025	2/15/2029	1,104,975	1,112,503	4.75
NALT 2025-A B	1/22/2025	2/15/2029	464,990	467,740	4.80
NAROT 2022-B A3	9/28/2022	5/17/2027	753,068	752,795	4.60
NAROT 2024-A A3	5/22/2024	12/15/2028	2,629,754	2,655,353	4.45
NAROT 2025-A A3	5/27/2025	12/17/2029	3,529,322	3,537,907	4.44
NAVMT 231 A	9/20/2023	8/25/2028	1,199,829	1,203,828	4.87
NFMOT 241 A2	9/19/2024	3/15/2029	1,429,094	1,414,472	4.56
NFMOT 242 A2	10/10/2024	9/17/2029	1,954,518	1,951,090	4.56
NFMOT 242 A2	11/27/2024	9/17/2029	1,159,900	1,167,660	4.56
NMOTR 24B A	3/20/2024	2/15/2029	1,699,887	1,710,931	4.70
NMOTR 24B A	10/25/2024	2/15/2029	1,593,211	1,582,586	4.80
ODART 2021-1 B	10/31/2023	7/14/2028	798,188	882,270	3.22
PFSFC 24B A	4/15/2024	2/15/2029	616,797	629,275	4.58
PFSFC 24B A	9/20/2024	2/15/2029	1,526,602	1,508,728	4.64
PILOT 241 A3	8/21/2024	11/22/2027	749,918	751,493	4.93
PILOT 251 A3	5/21/2025	9/20/2028	5,359,426	5,382,941	4.45
SBAT 24A A3	3/28/2024	12/15/2028	3,851,843	3,863,380	4.90
SDART 2023-3 A3	7/26/2023	10/15/2027	500,901	501,559	4.92
SYNIT 2024-1 A	3/27/2025	3/15/2030	2,423,049	2,426,269	4.35
SYNIT 2024-1 A	3/27/2025	3/15/2030	581,491	581,751	4.40
TAOT 2022-B A3	4/13/2022	9/15/2026	260,037	259,203	4.56
TAOT 2022-C A3	8/16/2022	4/15/2027	386,275	384,956	4.64
TAOT 2023-A A3	1/30/2023	9/15/2027	526,734	526,787	4.66
TAOT 2023-B A3	5/23/2023	2/15/2028	1,707,619	1,709,183	4.64
TAOT 2023-D A3	11/14/2023	8/15/2028	1,959,789	1,981,619	4.66
TAOT 2025-B A3	4/30/2025	11/15/2029	1,114,936	1,118,055	4.27
TAOT 25A A3	1/29/2025	8/15/2029	4,774,809	4,801,883	4.42
TLOT 2024-B A3	9/17/2024	9/20/2027	1,059,876	1,057,414	4.46
TLOT 2025-A A3	2/26/2025	2/22/2028	2,099,972	2,113,020	4.39
TLOT 2025-A A4	2/26/2025	6/20/2029	1,199,960	1,207,968	4.51
TMUST 2024-2 A	10/9/2024	5/21/2029	5,338,980	5,329,640	4.40
TMUST 2025-1 A	4/1/2025	11/20/2029	1,915,957	1,918,202	4.23
USAOT 2024-A A3	7/30/2024	3/15/2029	814,847	820,298	4.65
VALET 2024-1 A3	11/26/2024	7/20/2029	569,946	574,235	4.31
VALET 2025-1 A3	3/25/2025	8/20/2029	2,429,917	2,440,060	4.36
VWALT 2024-A A3	3/27/2024	6/21/2027	4,799,598	4,839,600	4.39
VZMT 2024-4 B	6/28/2024	6/20/2029	779,875	782,909	5.09
VZMT 2025-3 A1A	3/31/2025	3/20/2030	3,584,846	3,590,879	4.46
WFCIT 2024-1 A	5/20/2024	2/15/2029	4,490,859	4,546,665	4.35
WFCIT 2024-1 A	6/27/2024	2/15/2029	2,455,964	2,485,510	4.35
WFCIT 2024-1 A	8/16/2024	2/15/2029	2,680,915	2,674,014	4.36
WFCIT 2024-2 A	10/24/2024	10/15/2029	5,744,146	5,748,562	4.30
WFCIT 2024-2 A	10/24/2024	10/15/2029	1,534,772	1,531,541	4.43
WFLOOR 241 A1	2/29/2024	2/15/2028	999,872	1,003,890	5.17
WLAKE 2023-1 A3	1/20/2023	1/18/2028	52,752	52,768	4.35
WLAKE 2025-P1 A3	5/29/2025	6/15/2029	2,099,723	2,103,528	4.59
WLAKE 2025-P1 A4	5/29/2025	4/15/2030	1,999,600	2,008,460	4.67
WOART 2021-D A3	11/3/2021	10/15/2026	9,971	9,957	4.36
WOLS 2024-A A3	4/17/2024	10/15/2027	799,932	807,664	4.38

SUB-TOTAL

316,932,263

318,435,525

Municipal Debt

ALABAMA FED AID HWY FIN AUTH SPL OBLIG REV	9/6/2022	9/1/2027	98,611	103,938	4.13
BURBANK GLENDALE PASADENA ARPT AUTH CALIF ARPT REV	5/30/2024	7/1/2028	1,500,000	1,534,755	4.31
CALIFORNIA ST	11/5/2024	8/1/2029	1,713,985	1,722,016	4.24
CALIFORNIA ST PUB WKS BRD LEASE REV	11/8/2023	11/1/2026	1,600,000	1,621,888	4.53
CALIFORNIA ST PUB WKS BRD LEASE REV	4/11/2024	4/1/2027	1,510,000	1,525,085	4.34

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CALIFORNIA ST PUB WKS BRD LEASE REV	4/11/2024	4/1/2026	1,135,000	1,140,255	4.42
CONNECTICUT ST	5/7/2025	3/15/2030	700,000	704,228	4.45
CONNECTICUT ST	5/7/2025	3/15/2027	1,319,474	1,322,100	4.13
CORONA	10/3/2024	5/1/2027	1,873,417	1,879,376	4.48
CORONA	10/3/2024	5/1/2027	1,613,220	1,610,117	4.75
FLORIDA ST BRD ADMIN FIN CORP REV	9/16/2020	7/1/2025	1,025,000	1,022,130	4.50
GOLDEN ST TOB SECURITIZATION CORP CALIF TOB SETTLE	10/7/2021	6/1/2025	2,120,000	2,120,000	1.39
KANSAS ST DEV FIN AUTH REV	11/22/2024	4/15/2029	1,318,473	1,322,985	4.55
LOS ANGELES CALIF CMNTY COLLEGE DIST	6/5/2024	8/1/2026	2,170,000	2,184,517	4.38
LOS ANGELES CALIF CMNTY COLLEGE DIST	2/14/2025	8/1/2029	829,336	833,191	4.92
LOS ANGELES CALIF DEPT ARPTS ARPT REV	9/25/2024	5/15/2029	821,894	827,125	4.16
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	3/4/2021	11/1/2025	1,600,000	1,576,272	4.55
LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2028	1,000,000	1,007,570	4.16
LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2027	3,825,000	3,844,049	4.13
LOS ANGELES CALIF UNI SCH DIST	5/13/2025	7/1/2027	1,000,000	998,490	4.46
MASSACHUSETTS (COMMONWEALTH OF)	5/1/2024	7/15/2027	764,543.55	785,738.25	4.26
MASSACHUSETTS COMMONWEALTH	6/26/2023	11/1/2026	431,068.00	462,622.10	4.37
NEW JERSEY ST TRANSN TR FD AUTH	10/24/2024	6/15/2026	2,210,000.00	2,215,105.10	4.38
NEW YORK ST URBAN DEV CORP REV	9/25/2024	3/15/2029	525,642.00	525,279.75	4.32
NEW YORK STATE DORMITORY AUTHORITY	3/31/2025	3/15/2027	1,426,124.70	1,426,253.40	4.30
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2029	1,500,000.00	1,520,160.00	4.35
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2028	455,000.00	458,539.90	4.36
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2027	540,000.00	542,381.40	4.34
PORT OAKLAND CALIF REV	9/25/2024	5/1/2029	1,284,425.72	1,267,401.45	4.64
REDONDO BEACH CALIF CMNTY FING AUTH LEASE REV	7/15/2021	5/1/2026	1,495,000.00	1,454,664.90	4.35
SACRAMENTO CALIF WTR REV	9/20/2024	9/1/2026	144,307.50	145,705.50	4.32
SACRAMENTO CALIF WTR REV	3/31/2025	9/1/2026	241,880.00	242,842.50	4.32
SAN DIEGO CALIF UNI SCH DIST	9/19/2024	7/1/2029	790,000.00	783,024.30	4.20
SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	7/31/2024	10/1/2027	4,230,000.00	4,265,658.90	4.26
SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	10/4/2024	10/1/2027	499,937.20	494,483.50	4.22
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	9/19/2024	5/1/2029	933,320.00	931,400.00	4.26
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	2/16/2023	5/1/2026	1,240,000.00	1,240,062.00	4.35
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	2,276,950.00	2,268,339.40	4.13
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	841,262.50	835,843.35	4.27
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	3/26/2025	5/1/2029	437,761.10	439,956.30	4.35
SUB-TOTAL			51,040,631	51,205,548	
Supranationals					
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	9/27/2024	9/21/2029	2,003,800	1,971,700	3.99
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	10/16/2024	10/16/2029	1,481,124	1,478,243	3.99
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	5/6/2025	5/5/2028	3,362,519	3,343,815	3.91
INTERNATIONAL FINANCE CORP	12/6/2023	1/15/2027	4,938,847	4,986,960	3.96
SUB-TOTAL			11,786,289	11,780,718	
MANAGED PORTFOLIO - TOTAL			\$ 2,326,785,612	\$ 2,345,979,820	
GRANT FUNDS					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
SB 125 Funding Agreement - BNY					
DREYFUS MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	25,000,000	25,000,000	4.19
FIDELITY TREASURY OBLIGATIONS FUND	N/A	N/A	20,953,364	20,953,364	4.19
RBC US MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	82,307,176	82,307,176	3.95
BANK DEPOSITS	N/A	N/A	176,114	176,114	0.00
GRANT FUNDS - TOTAL			\$ 128,436,655	\$ 128,436,655	
DEBT SERVICE RESERVE FUNDS					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
91 EXPRESS LANES 2023 BONDS (US Bank DSF/DSRF)					
FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	N/A	5,385,581	5,385,581	3.94
91 EXPRESS LANES 2023 BONDS - OPERATING & MAINTENANCE RESERVES					
BMO HARRIS BANK NCD	4/7/2025	7/7/2025	5,000,000	5,000,000	4.25
BMO HARRIS BANK NCD	10/10/2024	7/7/2025	3,000,000	3,000,000	4.45
BANK DEPOSITS	N/A	N/A	195,789	195,789	0.00
DEBT SERVICE RESERVE FUNDS - TOTAL			\$ 13,581,370	\$ 13,581,370	
TOTAL PORTFOLIO			\$ 2,952,745,479	\$ 2,972,574,608	


Note: Market Value does not include accrued interest.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board 

Subject: State Legislative Status Report

Legislative and Communications Committee Meeting of July 17, 2025

Present: Directors Jung, Janet Nguyen, Tavoularis, Tetteimer, and Wagner

Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Staff Recommendation(s)

Adopt a SUPPORT position on AB 1085 (Stefani, D-San Francisco), which would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.



July 17, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A support position is recommended related to legislation that would expand existing prohibitions on obstructing license plates. This report also includes an update on state budget activities and the repeal of the California Air Resources Board's In-Use Locomotive Regulation.

Recommendation

Adopt a SUPPORT position on AB 1085 (Stefani, D-San Francisco), which would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

Discussion

AB 1085 (Stefani, D-San Francisco): License plates: obstruction or alteration

AB 1085 would enhance enforcement against the obstruction of vehicle license plates. Specifically, the bill expands current law to explicitly prohibit the use, installation, sale, or manufacture of any device, material, or coating, such as shades or tints that interfere with the electronic or visual readability of license plates. This includes interference with systems used by law enforcement, toll agencies, and remote emissions sensing technologies. AB 1085 also introduces a new ban on manufacturing these obstructive devices within California and increases the penalty for selling or manufacturing such items, raising the fine from \$250 to \$2,500 per item. The fine for using these devices on vehicles remains at \$250.

AB 1085 would help support the Orange County Transportation Authority's (OCTA) efforts to reduce toll evasion by targeting the use, manufacture, and distribution of license plate obstruction devices. The bill expands current law to explicitly ban the production and use of items such as tints, shades, and other materials designed to prevent visual or electronic recognition of license plates. These devices are commonly used to avoid detection by automated tolling systems, resulting in lost revenue and increased enforcement costs.

The use of obstructed or unreadable license plates significantly undermines toll enforcement systems that rely on license plate recognition for billing and violation processing. When license plates are not readable, agencies lose toll revenue and incur added costs related to violation processing, manual enforcement, or violation resolution. Across California, toll agencies report substantial financial losses due to vehicles with obscured or missing license plates, with some toll operators citing the loss of tens of millions of dollars each year due to this issue. For the 91 Express Lanes, OCTA generally loses approximately \$204,000 each year due to blocked or obstructed license plates. This amount will likely increase with the 405 Express Lanes as similar toll collection challenges arise. These same devices also hinder law enforcement investigations into more serious offenses. Obstructed plates can enable repeat offenses by shielding drivers from detection by traffic and safety cameras.

By clarifying existing law and increasing penalties, AB 1085 would help strengthen enforcement against license plate obstruction in a way that supports OCTA's interest in fair and effective toll collection. It would also support the broader goals of public safety and fairness by deterring behavior that shifts financial burdens onto law-abiding drivers and undermines criminal investigations. For a toll agency like OCTA, this legislation offers an opportunity to strengthen the effectiveness of automated toll systems and enhance revenue recovery while maintaining important privacy protections for drivers.

This legislation is sponsored by Streets for All and supported by the Metropolitan Transportation Commission and the Golden Gate Bridge Transportation District, along with a wide range of law enforcement organizations. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates." A comprehensive analysis is included in Attachment A.

Update on State Budget Agreement

On June 27, 2025, the California Legislature approved the fiscal year (FY) 2025–26 state budget and several accompanying trailer bills following negotiations with the Administration. The budget builds on the framework passed on June 13 and addresses an estimated \$12 billion shortfall through a

combination of spending reductions, funding delays, fund shifts, and use of reserves. The total spending is \$321.1 billion, which includes \$231.9 billion in General Fund expenditures and \$15.7 billion in reserves. Governor Newsom conditionally signed the state budget agreement on June 27; however, his signature was contingent upon the enactment of additional trailer bills approved by the Legislature on June 30, 2025. While the core components of the budget are now in place, staff anticipates additional budgetary actions in the coming months to address unresolved issues, including continuous appropriations for certain funding sources and reauthorization of the cap-and-trade program.

The cap-and-trade program currently funds a range of clean transportation and greenhouse gas reduction initiatives through the Greenhouse Gas Reduction Fund (GGRF). OCTA has historically leveraged GGRF resources through programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP), supporting efforts like the coastal rail corridor protection, OC Streetcar, and the Youth Ride Free Program. In addition to these continuous appropriations, the State previously established a four-year, \$5.1 billion transit funding initiative through SB 125 (Chapter 54, Statutes of 2023) and AB 106 (Chapter 9, Statutes of 2023), creating new formula-based programs to assist with operations and zero-emission fleet transitions. OCTA is expected to receive approximately \$380 million from this effort.

The revised budget includes both immediate and planned funding to maintain these commitments. Specifically, \$1.196 billion from the General Fund is appropriated in FY 2025–26 for transit, including \$812 million for SB 125 TIRCP and \$384 million for TIRCP Cycle 6. The Legislature and Administration also intend to restore \$1.078 billion in GGRF transit commitments across future FYs: \$188 million in FY 2025–26 and \$180 million for Cycle 6, followed by \$230 million in FY 2026–27 and \$460 million in FY 2027–28 for the Zero-Emission Transit Capital Program. While these GGRF amounts are not yet formally reflected in the budget, they are expected to be included once this year's cap-and-trade expenditure plan is finalized. However, the revised budget does not resolve long-term funding uncertainties for TIRCP or LCTOP and does not address reauthorization of the cap-and-trade program, which is expected to be taken up later this year.

In addition to transit funding, the budget provides up to \$1.75 billion in one-time General Fund loans. Up to \$1 billion will support recovery efforts in Los Angeles County jurisdictions impacted by the January 2025 wildfires. Another \$750 million is designated for four major Bay Area transit agencies, including the Bay Area Rapid Transit, San Francisco Municipal Transportation Agency, Caltrain operated by the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District, facing severe operating deficits. These loans are contingent on two actions: enactment of a 2025 trailer bill establishing repayment terms and a dedicated revenue source, and approval of legislation

authorizing a regional funding mechanism currently pending in the Legislature: SB 63 (Wiener, D-San Francisco), which proposes a regional sales tax measure for the 2026 general election to sustain existing transit operations levels.

The transportation trailer bill passed in conjunction with the budget includes provisions to support the 2028 Olympic and Paralympic Games in the City of Los Angeles (LA28), including authority for the California Department of Transportation (Caltrans) and local agencies to designate LA28-only or preferential-use lanes as part of the establishment of a games route network. Vehicles displaying a special LA28 decal approved by Caltrans and the California Highway Patrol may access high-occupancy vehicle lanes and other designated corridors. Earlier proposals to exempt LA28-related projects from the California Environmental Quality Act (CEQA) and the Coastal Act were not included in the final bill, though such changes could be revisited in future legislation.

Lastly, the two trailer bills approved on June 30, 2025, include key housing and infrastructure measures. The first trailer bill extends deadlines for the Regional Early Action Planning Grants Program, with funding now allowed to be expended through December 31, 2026, and reporting and invoicing deadlines extended through June 30, 2027. The California Department of Housing and Community Development is also authorized to reallocate unspent funds after 2026 to other eligible entities for reimbursement.

The second trailer bill includes several CEQA reforms. This includes CEQA streamlining for certain projects, including exemptions for the construction or operation of high-speed rail maintenance facilities and passenger stations for electrically powered systems. These exemptions apply if the projects are located in previously studied corridors and meet environmental and mitigation standards. The legislation also excludes staff notes and internal agency communications from the CEQA administrative record, unless certain exceptions apply, when a plaintiff requests the record to challenge or review a public agency's decision.

Repeal of the California Air Resources Board's (CARB) In-Use Locomotive Regulation

On June 26, 2025, CARB voted unanimously to repeal the In-Use Locomotive Regulation, which would have required all new locomotives in the State to be zero-emission starting in 2035. In January 2025, CARB had withdrawn its request for a federal waiver from the U.S. Environmental Protection Agency (EPA), citing uncertainty about the timeline for approval under the current federal administration. Without the waiver, the rule could not be enforced because under the federal Clean Air Act, California must obtain EPA authorization to implement state-level emissions standards that differ from or go beyond federal regulations, particularly for sources like locomotives, which are primarily regulated at the national level due to their interstate operations. Since freight and passenger trains routinely cross state lines, applying separate emissions requirements in

California would affect equipment and operations beyond the state's borders, requiring federal approval to avoid conflicts with national commerce and regulatory uniformity. The regulation had faced legal challenges from the rail industry, including a lawsuit from the Association of American Railroads, which argued the rule would improperly affect interstate commerce.

For Metrolink, the repeal of the regulation eliminates the obligation to contribute to a dedicated account intended to fund the future acquisition of zero-emission locomotives, thereby reducing a substantial financial and administrative burden. It also removes the immediate requirement to plan for a near-term transition to zero-emission technology, which remains commercially limited, affording the agency greater flexibility in fleet management and long-term capital planning. This is particularly significant given that Metrolink already operates Tier 4 locomotives, which represent the cleanest diesel technology currently available.

The repeal comes as California continues efforts to meet federal air quality standards. The rule, adopted in April 2023, was projected to reduce more than 386,000 tons of nitrogen oxide emissions by 2050. The loss of anticipated emissions reductions from the locomotive rule may make it more difficult for air quality agencies to demonstrate reasonable further progress in upcoming State Implementation Plan updates, potentially triggering federal sanctions or restrictions on transportation project funding. Recognizing the setbacks from the locomotive rule and the risk of continued nonattainment, CARB has indicated it will consider alternative strategies, including expanded support for public transit and electric vehicle programs, as part of its broader effort to meet state and federal air quality goals.

Summary

A support recommendation is included for legislation prohibiting devices that block or obscure license plates. Summaries are provided on recent state budget developments and the repeal of the In-Use Locomotive Regulation.

Attachments

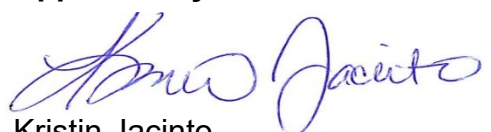
- A. AB 1085 (Stefani, D-San Francisco) Bill Analysis with Bill Language
- B. Orange County Transportation Authority Legislative Matrix

Prepared by:



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BILL: AB 1085 (Stefani, D-San Francisco)
Introduced February 20, 2025
Amended March 24, 2025
Amended April 8, 2025
Amended June 11, 2025

SUBJECT: AB 1085 would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

STATUS: Pending in Senate Committee on Public Safety
Passed Senate Committee on Transportation (13-0)
Passed Assembly Floor (69-0)
Passed Assembly Committee on Transportation (15-0)

SUMMARY AS OF JULY 2, 2025:

AB 1085 would enhance enforcement against the obstruction of vehicle license plates. Specifically, the bill expands current law to explicitly prohibit the use, installation, sale, or manufacture of any device, material, or coating, such as shades or tints, that interferes with the electronic or visual readability of license plates. This includes interference with systems used by law enforcement, toll agencies, and remote emissions sensing technologies. AB 1085 also introduces a new ban on manufacturing these obstructive devices within California and increases the penalty for selling or manufacturing such items, raising the fine from \$250 to \$2,500 per item. The fine for using these devices on vehicles remains at \$250.

EFFECTS ON ORANGE COUNTY:

AB 1085 would help support the Orange County Transportation Authority's (OCTA) efforts to reduce toll evasion by targeting the use, manufacture, and distribution of license plate obstruction devices. The bill expands current law to explicitly ban the production and use of items such as tints, shades, and other materials designed to prevent visual or electronic recognition of license plates. These devices are commonly used to avoid detection by automated tolling systems, resulting in lost revenue and increased enforcement costs.

The use of obstructed or unreadable license plates significantly undermines toll enforcement systems that rely on license plate recognition for billing and violation processing. When license plates are not readable, agencies lose toll revenue and incur added costs related to violation processing, manual enforcement, or violation resolution. Across California, toll agencies report substantial financial losses due to vehicles with obscured or missing license plates, with some toll operators citing the loss of tens of millions of dollars each year due to this issue. For the 91 Express Lanes, OCTA generally loses approximately \$204,000 each year due to blocked or obstructed license plates. This amount will likely increase with the 405 Express Lanes as similar toll collection challenges arise. These same devices also hinder law enforcement investigations into more serious offenses, such as hit-and-run incidents, where the inability to identify a vehicle delays or

prevents accountability. Obstructed plates can enable repeat offenses by shielding drivers from detection by traffic and safety cameras.

By clarifying existing law and increasing penalties, AB 1085 would help strengthen enforcement against license plate obstruction in a way that supports OCTA's interest in fair and effective toll collection. It would also support the broader goals of public safety and fairness by deterring behavior that shifts financial burdens onto law-abiding drivers and undermines criminal investigations. For a toll agency like OCTA, this legislation offers an opportunity to strengthen the effectiveness of automated toll systems and enhance revenue recovery while maintaining important privacy protections for drivers.

This legislation is sponsored by Streets for All and supported by the Metropolitan Transportation Commission and the Golden Gate Bridge Transportation District along with a wide range of law enforcement organizations. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE JUNE 11, 2025

AMENDED IN ASSEMBLY APRIL 8, 2025

AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 1085

Introduced by Assembly Member Stefani

February 20, 2025

An act to amend Sections 5201 and 5201.1 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL’S DIGEST

AB 1085, as amended, Stefani. License plates: obstruction or alteration.

Existing law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Existing law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Existing law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of

two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime.

This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. The bill would further prohibit the manufacture of these products and devices in the state and impose a ~~\$2,500~~ \$1,000 fine per item sold or manufactured for a violation of these provisions. The bill would also make clarifying changes. By creating a new crime, this bill would impose a state-mandated local program.

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

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

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

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

1 SECTION 1. Section 5201 of the Vehicle Code is amended to
2 read:

3 5201. (a) License plates, including temporary license plates,
4 shall at all times be securely fastened to the vehicle for which they
5 are issued so as to prevent the plates from swinging, shall be
6 mounted in a position so as to be clearly visible, and so that the
7 characters are upright and display from left to right, and shall be
8 maintained in a condition so as to be clearly legible. The rear
9 license plate shall be mounted not less than 12 inches nor more
10 than 60 inches from the ground, and the front license plate shall
11 be mounted not more than 60 inches from the ground, except as
12 follows:

13 (1) The rear license plate on a tow truck or reposessor's tow
14 vehicle may be mounted on the left-hand side of the mast assembly
15 at the rear of the cab of the vehicle, not less than 12 inches nor
16 more than 90 inches from the ground.

17 (2) The rear license plate on a tank vehicle hauling hazardous
18 waste, as defined in Section 25117 of the Health and Safety Code,

1 or asphalt material may be mounted not less than 12 inches nor
2 more than 90 inches from the ground.

3 (3) The rear license plate on a truck tractor may be mounted at
4 the rear of the cab of the vehicle, but not less than 12 inches nor
5 more than 90 inches from the ground.

6 (4) The rear license plate of a vehicle designed by the
7 manufacturer for the collection and transportation of garbage,
8 rubbish, or refuse that is used regularly for the collection and
9 transportation of that material by a person or governmental entity
10 employed to collect, transport, and dispose of garbage, rubbish,
11 or refuse may be mounted not less than 12 inches nor more than
12 90 inches from the ground.

13 (5) The rear license plate on a two-axle livestock trailer may be
14 mounted 12 inches or more, but not more than 90 inches, from the
15 ground.

16 (6) (A) The rear license plate on a dump bed motortruck
17 equipped with a trailing, load bearing swing axle shall be mounted
18 more than 12 inches, but not more than 107 inches, from the
19 ground.

20 (B) As used in this section, a trailing, load bearing swing axle
21 is an axle which can be moved from a raised position to a position
22 behind the vehicle that allows for the transfer of a portion of the
23 weight of the vehicle and load to the trailing axle.

24 (b) Temporary license plates shall be replaced with permanent
25 license plates upon receipt of the permanent license plates, and
26 the temporary license plates shall be destroyed at that time.

27 (c) A covering shall not be used on license plates except as
28 follows:

29 (1) The installation of a cover over a lawfully parked vehicle
30 to protect it from the weather and the elements does not constitute
31 a violation of this subdivision. A peace officer or other regularly
32 salaried employee of a public agency designated to enforce laws,
33 including local ordinances, relating to the parking of vehicles may
34 temporarily remove so much of the cover as is necessary to inspect
35 any license plate, tab, or indicia of registration on a vehicle.

36 (2) The installation of a license plate security cover is not a
37 violation of this subdivision if the device does not obstruct or
38 impair the recognition of the license plate information, including,
39 but not limited to, the issuing state, license plate number, and
40 registration tabs, and the cover is limited to the area directly over

1 the top of the registration tabs. No portion of a license plate security
2 cover shall rest over the license plate number.

3 (d) A casing, shield, frame, border, shade, tint, product, or other
4 device that obstructs or impairs the reading or recognition of a
5 license plate by an electronic device operated by state or local law
6 enforcement, an electronic device operated in connection with a
7 toll road, high-occupancy toll lane, toll bridge, or other toll facility,
8 or a remote emission sensing device, as specified in Sections 44081
9 and 44081.6 of the Health and Safety Code, shall not be installed
10 on, or affixed to, a vehicle.

11 (e) (1) It is the intent of the Legislature that an accommodation
12 be made to persons with disabilities and to those persons who
13 regularly transport persons with disabilities, to allow the removal
14 and relocation of wheelchair lifts and wheelchair carriers without
15 the necessity of removing and reattaching the vehicle's rear license
16 plate. Therefore, it is not a violation of this section if the reading
17 or recognition of a rear license plate is obstructed or impaired by
18 a wheelchair lift or wheelchair carrier and all of the following
19 requirements are met:

20 (A) The owner of the vehicle has been issued a special
21 identification license plate pursuant to Section 5007, or the person
22 using the wheelchair that is carried on the vehicle has been issued
23 a distinguishing placard under Section 22511.55.

24 (B) (i) The operator of the vehicle displays a decal, designed
25 and issued by the department, that contains the license plate number
26 assigned to the vehicle transporting the wheelchair.

27 (ii) The decal is displayed on the rear window of the vehicle,
28 in a location determined by the department, in consultation with
29 the Department of the California Highway Patrol, so as to be clearly
30 visible to law enforcement.

31 (2) Notwithstanding any other law, if a decal is displayed
32 pursuant to this subdivision, the requirements of this code that
33 require the illumination of the license plate and the license plate
34 number do not apply.

35 (3) The department shall adopt regulations governing the
36 procedures for accepting and approving applications for decals,
37 and issuing decals, authorized by this subdivision.

38 (4) This subdivision does not apply to a front license plate.

39 (f) This section shall become operative January 1, 2019.

1 SEC. 2. Section 5201.1 of the Vehicle Code is amended to
2 read:

3 5201.1. (a) A person shall not sell or manufacture a product
4 or device in this state that obscures, or is intended to obscure, the
5 reading or recognition of a license plate by visual means, or by an
6 electronic device as prohibited by subdivision (c) or (d) of Section
7 5201.

8 (b) A person shall not operate a vehicle with a product or device
9 that violates subdivision (a).

10 (c) A person shall not erase the reflective coating of, paint over
11 the reflective coating of, or alter a license plate to avoid visual or
12 electronic capture of the license plate or its characters.

13 (d) (1) A conviction for a violation of subdivision (a) is
14 punishable by a fine of ~~two thousand five hundred dollars (\$2,500)~~
15 *one thousand dollars (\$1,000)* per item sold or manufactured.

16 (2) A conviction for a violation of subdivision (b) or (c) is
17 punishable by a fine of two hundred fifty dollars (\$250) per
18 violation.

19 SEC. 3. No reimbursement is required by this act pursuant to
20 Section 6 of Article XIII B of the California Constitution because
21 the only costs that may be incurred by a local agency or school
22 district will be incurred because this act creates a new crime or
23 infraction, eliminates a crime or infraction, or changes the penalty
24 for a crime or infraction, within the meaning of Section 17556 of
25 the Government Code, or changes the definition of a crime within
26 the meaning of Section 6 of Article XIII B of the California
27 Constitution.



Orange County Transportation Authority Legislative Matrix

2025 State Legislation Session
July 17, 2025

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
► AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information	Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	INTRODUCED: 01/28/25 LOCATION: <i>Senate Committees on Transportation and Judiciary</i> LAST AMEND: 06/27/25 HEARING: 07/08/25 STATUS: 06/27/25 <i>In SENATE. Read second time, amended, and re-referred to Committee on the Judiciary</i>	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 394 (Wilson – D) Public transportation providers.</p>	<p>Expands battery protections to all public transportation employees and clarifies that transit agencies and their legal representatives can seek temporary restraining orders in cases of workplace violence, harassment, or threats.</p>	<p>INTRODUCED: 02/03/25 LOCATION: <i>Senate Committee on the Judiciary</i> LAST AMEND: 04/23/25 HEARING: 07/15/25</p> <p>STATUS: 07/01/25 <i>In SENATE. Do pass but first re-referred to the Committee on the Judiciary</i></p>	<p>Support (partial list)</p> <p>Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council, California Association for Coordinated Transportation (CALACT)</p> <p>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</p>
<p>► AB 986 (Muratsuchi – D) State of emergency and local emergency: landslides and climate change.</p>	<p>Expands the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Senate Committee on Governmental Organization</i> LAST AMEND: 05/23/25 HEARING: 07/08/25</p> <p>STATUS: 06/18/25 <i>In SENATE. Referred to Committee on Governmental Organization</i></p>	<p>Support</p> <p>Support: City of Rancho Palos Verdes (sponsor), League of California Cities, County Sanitation Districts of Los Angeles County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
AB 1070 (Ward – D) Transit districts: governing boards: compensation: nonvoting members	Would require the governing board of a transit district to include two nonvoting members and four alternate nonvoting members. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	INTRODUCED: 03/17/25 LOCATION: Assembly - 2 YEAR LAST AMEND: 04/02/25 STATUS: 05/01/25 In ASSEMBLY. Failed deadline pursuant to Rule 61(a)(2). May be acted upon January 2026.	Oppose (partial list) Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association, Support: Move LA, Streets for All, California Teamsters Public Affairs Council
► AB 1085 (Stefani – D) License plates: obstruction or alteration.	<i>Would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device.</i>	INTRODUCED: 02/20/25 LOCATION: Senate Committee on Appropriations LAST AMEND: 06/11/25 STATUS: 07/01/25 In SENATE. Do pass, but first re-referred to Committee on Appropriations	Support (partial list) Support: Streets for All (Sponsor), MTC, Golden Gate Bridge, Highway & Transportation District, League of California Cities, CalBike, Move LA, Remake Irvine Streets for Everyone, Costa Mesa Alliance for Better Streets

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 71 (Wiener – D) California Environmental Quality Act: exemptions: <i>environmental leadership</i> transit projects.</p>	<p>Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.</p>	<p>INTRODUCED: 01/14/25 LOCATION: <i>Assembly Committee on Natural Resources</i> LAST AMEND: 06/30/25 HEARING: 07/07/25</p> <p>STATUS: 06/30/25 <i>In SENATE. Re-referred to Committee on Natural Resources</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>
<p>► SB 364 (Strickland – R) Outdoor advertising displays: permits: new alignments.</p>	<p>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</p>	<p>INTRODUCED: 02/13/2025 LOCATION: <i>Assembly Committee on Governmental Organization</i> LAST AMEND: 06/30/25 HEARING: 07/09/25</p> <p>STATUS: 06/30/25 <i>In ASSEMBLY. Re-referred to Committee on Governmental Organization</i></p>	<p>Support</p> <p>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley, City of Tustin</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 741 (Blakespear – D) Coastal resources: coastal development permit: exemption: Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p>Would expand the existing exemption from the California Coastal Act's coastal development permitting process to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p>INTRODUCED: 02/21/25 LOCATION: Assembly Committee on Natural Resources LAST AMEND: 04/21/25 HEARING: 07/07/25</p> <p>STATUS: 06/05/25 In ASSEMBLY. Referred to Committee on Natural Resources</p>	<p>Oppose</p> <p>Support: California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation</p> <p>Oppose: Association of California Cities Orange County, Orange County Council of Governments, <i>County of Orange, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency</i></p>
<p>► SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.</p>	<p>INTRODUCED: 02/21/25 LOCATION: Senate Committee on Appropriations</p> <p>STATUS: 05/23/25 In SENATE. Held in committee and under submission.</p>	<p>Support (partial list)</p> <p>Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System</p>

BILLS BEING MONITORED

AB 23 (DeMaio, R) The Cost of Living Reduction Act of 2025.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/25/2025

Status: 03/26/2025 - Re-referred to Com. on U. & E.

Location: 03/24/2025 - Assembly Utilities and Energy

Summary: Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months.

AB 62 (McKinnor, D) Agency: racially motivated eminent domain.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 02/24/2025

Status: 06/11/2025 - Referred to Com. on JUD.

Location: 06/11/2025 - Senate Judiciary

Summary: Current law establishes, until January 1, 2030, the Racial Equity Commission within the Office of Planning and Research and requires the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. This bill would require the Office of Legal Affairs within the ____ Agency, to, upon appropriation by the Legislature, review, investigate, and make certain determinations regarding applications from persons who claim they are the dispossessed owner, as defined, of property taken as a result of racially motivated eminent domain. The bill would define "racially motivated eminent domain" to mean when the state, county, city, city and county, district, or other political subdivision of the state acquires private property for public use and does not distribute just compensation to the owner at the time of the taking, and the taking, or the failure to provide just compensation, was due, in whole or in part, to the owner's ethnicity or race. Upon a determination that providing property or just compensation is warranted, as provided, the bill would require the Office of Legal Affairs to certify that the dispossessed owner is entitled to the return of the taken property, as specified, or other publicly held property, as defined, of equal value, or financial compensation, as specified. Upon a determination that the dispossessed owner is entitled to other publicly held property of equal value, the bill would require the Office of Legal Affairs to solicit and select, as specified, a list of recommendations of publicly held properties that are suitable as compensation, as provided. Upon a rejection of the determination of the Office of Legal Affairs by the state or local agency that took property by racially motivated eminent domain, the bill would authorize the dispossessed owner, as specified, to bring an action to challenge the taking or the amount of compensation, as provided.

AB 259 (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 06/27/2025 - In committee: Hearing postponed by committee.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 05/14/2025 - Senate Local Government

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

AB 266 (Davies, R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 01/17/2025

Last Amended: 06/02/2025

Status: 06/19/2025 - In committee: Hearing postponed by committee.

Calendar: 06/30/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/10/2025 - Senate Appropriations

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 288 (McKinnor, D) Employment: labor organization.

Introduced: 01/22/2025

Last Amended: 06/19/2025

Status: 06/26/2025 - In committee: Hearing postponed by committee.

Location: 06/18/2025 - Senate Judiciary

Summary: Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, to petition PERB to protect and enforce prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who seeks to have the National Labor Relations Board protect and enforce their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable.

AB 289 (Haney, D) State highway work zone speed safety program.

Introduced: 01/22/2025

Last Amended: 06/25/2025

Status: 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/18/2025 - Senate Transportation

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified.

AB 340 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on JUD.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/25/2025 - Senate Judiciary

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Millas-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 351 (McKinnor, D) Campaign contributions: agency officers.

Introduced: 01/30/2025

Status: 04/30/2025 - In committee: Set, second hearing. Failed passage. Reconsideration granted.

Location: 02/18/2025 - Assembly Elections

Summary: The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$500 from any party, participant, or a party or participant's agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. The act also prohibits an officer of an agency from making, participating in making, or in any way attempting to use the officer's official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution of more than \$500 within the preceding 12 months from a party or a party's agent, or from any participant or a participant's agent, if the officer knows or has reason to know that the participant has a financial interest in the decision, as defined. This bill would increase the contribution thresholds described above from \$500 to \$1500.

AB 357 (Alvarez, D) Coastal resources: coastal development permit application: higher education housing project.

Introduced: 01/30/2025

Last Amended: 06/30/2025

Status: 06/18/2025 - Referred to Coms. on N.R. & W. and HOUSING.

Calendar: 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

Location: 06/18/2025 - Senate Natural Resources and Water

Summary: The Coastal Act of 1976, which is administered by the California Coastal Commission, requires a person wishing to perform or undertake any development in the coastal zone to obtain a coastal development permit. This bill would require the commission to approve or deny a complete application for a coastal development permit for a student housing project or a faculty and staff housing project within 90 days of submittal, except as specified.

AB 370 (Carrillo, D) California Public Records Act: cyberattacks.

Introduced: 02/03/2025

Last Amended: 03/12/2025

Status: 06/17/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (June 17). Re-referred to Com. on APPR.

Location: 06/17/2025 - Senate Appropriations

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format.

AB 382 (Berman, D) Pedestrian safety: school zones: speed limits.

Introduced: 02/03/2025

Last Amended: 06/26/2025

Status: 06/26/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/11/2025 - Senate Transportation

Summary: Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2029, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2029, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified.

AB 390 (Wilson, D) Vehicles: highway safety.

Introduced: 02/03/2025

Last Amended: 05/20/2025

Status: 06/19/2025 - In committee: Hearing postponed by committee.

Location: 06/10/2025 - Senate Appropriations

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing hazard lights or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 399 (Boerner, D) Coastal resources: coastal development permits: blue carbon demonstration projects.

Introduced: 02/04/2025

Last Amended: 06/25/2025

Status: 06/25/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/24/2025 - Senate Appropriations

Summary: The California Coastal Act of 1976 requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or local government, as provided. This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state's natural and working lands and climate resilience strategies.

AB 406 (Schiavo, D) Employment: unlawful discrimination: victims of violence.

Introduced: 02/04/2025

Last Amended: 06/27/2025

Status: 06/27/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

Calendar: 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/25/2025 - Senate L., P.E. & R.

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency, under the direction of the Director of Civil Rights, to enforce civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Current law prescribes various functions, duties, and powers of the department, including, among others, to bring prescribed civil actions for violations of specified federal civil rights and antidiscrimination laws. Prior law, until January 1, 2025, authorized an employee who was discriminated or retaliated against for exercising certain rights to file a complaint with the Division of Labor Standards Enforcement in accordance with specified Labor Code provisions. These employee rights include, among other things, the right to take time off work to serve on a trial or to obtain specified crime-related relief. Current law, as of January 1, 2025, transferred the authority to enforce these discrimination provisions from the Division of Labor Standards Enforcement to the Civil Rights Department. Current law also repealed the above-described Labor Code provisions and added new enforcement provisions to the California Fair Employment and Housing Act within the Government Code. Among other changes, these provisions refer to a "qualifying act of violence," as defined, instead of crime, or crime or abuse, for purposes of obtaining relief. Current law further prohibits an employer with 25 or more employees from discharging or in any manner discriminating or retaliating against an employee who is a victim or who has a family member who is a victim for taking time off work for any of a number of additional prescribed purposes relating to a qualifying act of violence, as defined. Current law requires an employee, as a condition of taking time off, to provide the employer with reasonable advance notice, unless not feasible, in accordance with certain procedural requirements. This bill would reinstate the above-described former Labor Code provisions, to apply only to alleged actions or inactions occurring on or before December 31, 2024.

AB 439 (Rogers, D) California Coastal Act of 1976: local planning and reporting.

Introduced: 02/06/2025

Status: 06/24/2025 - Read second time. Ordered to third reading.

Calendar: 06/30/25 #59 S-ASSEMBLY BILLS - THIRD READING FILE

Location: 06/24/2025 - Senate THIRD READING

Summary: The Coastal Act generally requires each local government, as specified, to prepare a local coastal program, for certification by the California Coastal Commission. Current law also imposes an analogous requirement on port governing bodies to prepare port master plans, for certification by the commission. With regard to local coastal programs and port master plans, current law provides that an amendment determined to be de minimis by the executive director of the commission, after notice in the agenda of the next scheduled commission meeting, becomes a part of the certified program or plan 10 days after the commission meeting if 3 or more members of the commission do not object to the de minimis determination. This bill would make de minimis amendments to local coastal programs and port master plans effective upon adjournment of that meeting if 3 or more members of the commission do not object to the de minimis determination.

AB 440 (Ramos, D) Suicide prevention.

Introduced: 02/06/2025

Last Amended: 04/10/2025

Status: 06/26/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.

Location: 06/26/2025 - Senate Appropriations

Summary: Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention. Current law authorizes the office, if established, to perform certain functions, including, among others, conducting state-level assessment of regional and statewide suicide prevention policies and practices and reporting on progress to reduce rates of suicide. This bill would require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways.

AB 443 (Bennett, D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

Introduced: 02/06/2025

Status: 06/11/2025 - Referred to Com. on E., U & C.

Calendar: 07/01/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 BECKER, JOSH, Chair

Location: 06/11/2025 - Senate Energy, Utilities and Communications

Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided.

AB 462 (Lowenthal, D) Land use: accessory dwelling units.

Introduced: 02/06/2025

Last Amended: 05/13/2025

Status: 05/13/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Calendar: 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

Location: 04/23/2025 - Senate Natural Resources and Water

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law prohibits a local agency from issuing a certificate of occupancy for an accessory dwelling unit before the local agency issues a certificate of occupancy for the primary dwelling. This bill, notwithstanding that prohibition, would require a local agency to issue a certificate of occupancy for an accessory dwelling unit constructed in a county that is subject to a proclamation of a state of emergency made by the Governor on or after February 1, 2025, even if the primary dwelling has not yet been issued a certificate of occupancy, if certain requirements are met, including that the primary dwelling was substantially damaged or destroyed by an event referenced in the state of emergency proclamation.

AB 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 06/19/2025 - In committee: Hearing postponed by committee.

Location: 06/10/2025 - Senate Appropriations

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

AB 545 (Davies, R) Vehicles: electric bicycles.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 06/19/2025 - In committee: Hearing postponed by committee.

Location: 06/10/2025 - Senate Appropriations

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle.

AB 596 (McKinnor, D) Occupational safety: face coverings.

Introduced: 02/13/2025

Last Amended: 06/12/2025

Status: 06/24/2025 - Read second time. Ordered to third reading.

Calendar: 06/30/25 #61 S-ASSEMBLY BILLS - THIRD READING FILE

Location: 06/24/2025 - Senate THIRD READING

Summary: Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Notwithstanding that provision, the bill would authorize an employer, for identification purposes, to ask any person on the worksite to momentarily remove their face covering, as provided. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions. Because a violation of the above-described prohibition constitutes a crime, this bill would impose a state-mandated local program.

AB 697 (Wilson, D) Protected species: authorized take: State Route 37 project.

Introduced: 02/14/2025

Last Amended: 05/06/2025

Status: 06/18/2025 - Referred to Com. on N.R. & W.

Calendar: 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

Location: 06/18/2025 - Senate Natural Resources and Water

Summary: This bill would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to a specified project on State Route 37, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit.

AB 699 (Stefani, D) Elections: local tax measures.

Introduced: 02/14/2025

Last Amended: 05/05/2025

Status: 06/18/2025 - Referred to Coms. on L. GOV. and E. & C.A.

Calendar: 07/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair

07/15/25 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 CERVANTES, SABRINA, Chair

Location: 06/18/2025 - Senate Local Government

Summary: Under current law, if a proposed local measure imposes a tax or raises the rate of a tax, the ballot must include the amount of money to be raised annually by the tax and the rate and duration of the tax. If the measure imposes or increases a tax with more than one rate or authorizes the issuance of bonds, this bill would allow the local government or initiative proponents submitting the measure to the voters to direct the elections official to include on the ballot a statement directing the voters to the county voter information guide for tax rate information, in lieu of providing the information described above. If the local government or initiative proponents choose to direct voters to the county voter information guide, the bill would require local elections officials to mail a measure information statement with the sample ballot for the election. The bill would require the measure information statement to include, among other things, a description of the purpose of the tax and how the revenue will be spent, a list of all tax rates expected to apply, and the duration of the tax.

AB 734 (Schultz, D) Environmental protection: biological resources data: State Energy Resources Conservation and Development Commission: powerplants: power lines: applications.

Introduced: 02/18/2025

Last Amended: 04/21/2025

Status: 06/11/2025 - Referred to Coms. on E., U & C. and N.R. & W.

Calendar: 07/01/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 BECKER, JOSH, Chair

07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

Location: 06/11/2025 - Senate Energy, Utilities and Communications

Summary: Current law vests the State Energy Resources Conservation and Development Commission with the power to certify locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, except as provided. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would require any biological resources data submitted to the commission in an application for certification or small powerplant exemption pursuant to the above-described provisions to be made publicly available on the commission's docket as part of the certification proceeding unless the Department of Fish and Wildlife makes a written determination that the data to be made public includes specified location data, the disclosure of which would pose a significant risk to individuals of the species. The bill would require the department, if it makes that determination, to include in the written determination an assessment of the maximum amount of the specified data that can be released without posing a risk to the species.

AB 735 (Carrillo, D) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/18/2025

Last Amended: 06/25/2025

Status: 06/27/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: 07/09/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair

Location: 06/18/2025 - Senate Local Government

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines "logistics use" for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations.

AB 830 (Rogers, D) State highways: encroachment permits: relocating or removing encroachments: public utility districts: County of Mendocino.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 06/18/2025 - Referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/18/2025 - Senate Transportation

Summary: Existing law establishes the Department of Transportation and vests it with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to issue written permits to, among other things, place, change, or renew an encroachment. Existing law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district in the County of Mendocino with a ratepayer base of 5,000 households or fewer from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district's encroachment. This bill contains other related provisions.

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/24/2025 - Senate Transportation

Summary: Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided.

AB 889 (Hadwick, R) Prevailing wage: per diem wages.

Introduced: 02/19/2025

Status: 06/12/2025 - In committee: Set, second hearing. Hearing canceled at the request of author.

Calendar: 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/21/2025 - Senate L., P.E. & R.

Summary: Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. The bill would require the employer to prove that the credit for employer payments was calculated properly.

AB 891 (Zbur, D) Transportation: Quick-Build Pilot Program.

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/18/2025 - Senate Transportation

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 12. Noes 2.) (June 24). Re-referred to Com. on N.R. & W.

Calendar: 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

Location: 06/24/2025 - Senate Natural Resources and Water

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency.

AB 911 (Carrillo, D) Emergency telecommunications medium- and heavy-duty zero-emission vehicles.

Introduced: 02/19/2025

Status: 06/11/2025 - Referred to Coms. on E.Q. and TRANS.

Calendar: 07/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/11/2025 - Senate Environmental Quality

Summary: The State Air Resources Board has adopted the Advanced Clean Fleets Regulations, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles, as provided. This bill would exempt emergency telecommunications vehicles owned or purchased by emergency telecommunications service providers that are used to participate in the federal Emergency Alert System, to provide access to 911 emergency services, or to provide wireless connectivity during service outages from specified requirements in the above-described regulations.

AB 914 (Garcia, D) Air pollution: indirect sources.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/2/2025)(May be acted upon Jan 2026)

Location: 06/05/2025 - Assembly 2 YEAR

Summary: Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources. This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website. This bill contains other related provisions and other existing laws.

AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

Introduced: 02/19/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.

AB 954 (Bennett, D) State transportation improvement program: bicycle highway pilot program.

Introduced: 02/20/2025

Status: 06/11/2025 - Referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/11/2025 - Senate Transportation

Summary: Current law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. This bill would require the department to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified.

AB 963 (Petrie-Norris, D) Public works: prevailing wages: access to records.

Introduced: 02/20/2025

Status: 06/19/2025 - In committee: Hearing postponed by committee.

Calendar: 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 06/11/2025 - Senate L., P.E. & R.

Summary: Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works.

AB 965 (Dixon, R) Vehicles: electric bicycles.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/24/2025 - Senate Appropriations

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. A violation of this provision is punishable as an infraction. This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

AB 978 (Hoover, R) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 02/20/2025

Last Amended: 07/01/2025

Status: 06/23/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/10/2025 - Senate Appropriations

Summary: Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would indefinitely require a local government's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would require the local agency to provide the reason for that determination upon request. By increasing the duties of local agencies, the bill would impose a state-mandated local program.

AB 996 (Pellerin, D) Public Resources: sea level rise plans.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 06/24/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 24). Re-referred to Com. on APPR.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/24/2025 - Senate Appropriations

Summary: Current law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan.

AB 1014 (Rogers, D) Traffic safety: speed limits.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (June 24). Re-referred to Com. on APPR.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/24/2025 - Senate Appropriations

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

AB 1018 (Bauer-Kahan, D) Automated decision systems.

Introduced: 02/20/2025

Last Amended: 05/01/2025

Status: 06/26/2025 - In committee: Hearing postponed by committee.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/11/2025 - Senate Judiciary

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency and requires the department to, among other things, bring civil actions to enforce the act. Current law requires, on or before September 1, 2024, the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would generally regulate the development and deployment of an automated decision system (ADS) used to make consequential decisions, as defined. The bill would define "automated decision system" to mean a computational process derived from machine learning, statistical modeling, data analytics, or artificial intelligence that issues simplified output, including a score, classification, or recommendation, that is designed or used to assist or replace human discretionary decisionmaking and materially impacts natural persons. This bill would require a developer of a covered ADS, as defined, to take certain actions, including conduct performance evaluations of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including the results of those performance evaluations.

AB 1058 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.

Introduced: 02/20/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 06/18/2025 - Referred to Com. on L., P.E. & R.

Calendar: 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 06/18/2025 - Senate L., P.E. & R.

Summary: The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation.

AB 1114 (Ávila Farías, D) Emergency vehicles: fee and toll exemptions.

Introduced: 02/20/2025

Last Amended: 06/12/2025

Status: 06/26/2025 - Read second time. Ordered to Consent Calendar.

Calendar: 06/30/25 #90 S-CONSENT CALENDAR SECOND LEGISLATIVE DAY

Location: 06/24/2025 - Senate CONSENT CALENDAR

Summary: Current law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance."

AB 1136 (Ortega, D) Employment: immigration and work authorization.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 06/25/2025 - Re-referred to Coms. on L., P.E. & R. and JUD.

Calendar: 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/25/2025 - Senate L., P.E. & R.

Summary: The California Fair Employment and Housing Act prohibits various forms of employment and housing discrimination, including various types of discrimination because of national origin. Current law empowers the Civil Rights Department to investigate and prosecute complaints alleging unlawful practices. Current labor law also prohibits an employer or other person or entity from engaging in, or to directing another person or entity to engage in, unfair immigration-related practices against a person for exercising specified rights. Current law defines unfair immigration-related practices for these purposes. Current law additionally makes it unlawful for an employer to request more or different immigration documents than are required under federal law, to refuse to honor documents tendered that reasonably appear to be genuine, and to take other related actions concerning employee work authorization documents. Current law authorizes an applicant for employment or an employee who is subject to an unlawful act that is prohibited by these provisions, or a representative of that applicant for employment or employee, to file a complaint with the Division of Labor Standards Enforcement. Current law establishes specified civil penalties for a violation of these provisions. This bill would require each employee, upon request, to be released by their employer for up to 5 unpaid working days in order to attend United States Citizenship and Immigration Services proceedings and related matters for the employee, as specified. The bill would also require a postintroductory employee who is not authorized to work in the United States and whose employment has been terminated to be immediately reinstated to their former classification without loss in seniority, subject to producing proper work authorization, as prescribed. The bill would also require an employer, if the employee needs additional time, to rehire the employee into the next available opening in the employee's former classification, as a new hire without retaining seniority, subject to meeting certain conditions. The bill would prohibit each public or private employer from disciplining, discharging, or discriminating against an employee because of national origin or immigration status, or because the employee is subject to immigration or deportation proceedings, except as required to comply with the law. The bill would prohibit an employee subject to immigration or deportation proceedings from being discharged solely because of those proceedings, so long as the employee is authorized to work in the United States.

AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.

Introduced: 02/20/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.

Calendar: 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 06/24/2025 - Senate Appropriations

Summary: Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1145 (Gonzalez, Jeff, R) State highways: safety: State Highway Route 74: report.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 06/18/2025 - Referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/18/2025 - Senate Transportation

Summary: Would require the Department of Transportation, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route 74. The bill would require the study to collect specified data over the preceding 10 years, as provided, and to develop recommendations to improve highway safety on State Highway Route 74, including recommendations on how to address enforcement facility bypassing on roadways other than State Highway Route 74, as specified. The bill would require the department to report its findings and recommendations to the Legislature on or before December 31, 2027. The bill would repeal these provisions as of January 1, 2029.

AB 1223 (Nguyen, D) Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/30/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 11. Noes 3.) (June 24). Re-referred to Com. on REV. & TAX.

Calendar: 07/09/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

Location: 06/24/2025 - Senate Revenue and Taxation

Summary: The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax for transportation purposes subject to voter approval and other specified requirements. Pursuant to that authority, the county board of supervisors of the County of Sacramento created the Sacramento Transportation Authority (STA). This bill would provide that the allowable expenditure categories for revenues from a tax imposed by STA include the construction, modernization, and improvement of infrastructure, as defined, that supports infill or transit-oriented development in areas nominated by local governments, and included in regionally adopted plans that advance state greenhouse gas emissions reduction objectives, as specified.

AB 1237 (McKinnor, D) Ticket sellers: event tickets: transit tickets.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 06/02/2025 - Withdrawn from committee. Re-referred to Coms. on B. P. & E.D. and TRANS.

Location: 06/02/2025 - Senate Business, Professions and Economic Development

Summary: Would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime.

AB 1243 (Addis, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/29/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 04/22/2025 - Assembly Judiciary

Summary: The California Climate Crisis Act declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.

AB 1244 (Wicks, D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 06/11/2025 - Referred to Coms. on E.Q. and HOUSING.

Calendar: 07/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

Location: 06/11/2025 - Senate Environmental Quality

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1250 (Papan, D) Transit operators: paratransit: recertification of eligibility.

Introduced: 02/21/2025

Last Amended: 06/30/2025

Status: 06/04/2025 - Referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/04/2025 - Senate Transportation

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

AB 1268 (Macedo, R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Introduced: 02/21/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

AB 1275 (Elhawary, D) Regional housing needs: regional transportation plan.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/24/2025

Status: 06/04/2025 - Referred to Com. on HOUSING.

Calendar: 07/01/25 S-HOUSING 1:30 p.m. - State Capitol, Room 112 WAHAB, AISHA, Chair

Location: 06/04/2025 - Senate Housing

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries and requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively.

AB 1286 (Boerner, D) Political Reform Act of 1974: prospective employment.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/10/2025

Status: 06/18/2025 - Referred to Com. on E. & C.A.

Calendar: 07/01/25 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 CERVANTES, SABRINA, Chair

Location: 06/18/2025 - Senate Elections and Constitutional Amendments

Summary: The Political Reform Act of 1974 requires specified public officials to file statements disclosing their investments and interests in real property on the date they assume office, and income received during the 12 months before assuming office, and to file subsequent statements at intervals specified by regulations of the Fair Political Practices Commission and upon leaving office. This bill would also require those public officials to disclose arrangements for prospective employment according to specified deadlines. The bill would define "arrangement for prospective employment" as an agreement pursuant to which a prospective employer's offer of employment has been accepted by the prospective employee.

AB 1326 (Ahrens, D) Masks: individual or public health.

Introduced: 02/21/2025

Last Amended: 04/03/2025

Status: 06/19/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on JUD.

Location: 06/18/2025 - Senate Judiciary

Summary: Current law sets forth various provisions on the wearing of a mask for health purposes. These circumstances include, among others, a statewide stockpile of personal protective equipment (PPE) in the event of a pandemic, wildfire smoke event, or other health emergency; employer-supplied PPE to employees who provide direct patient care in a general acute care hospital; employees of commercial cannabis businesses wearing a mask for respiration; and providing peace officers with an appropriate portable manual mask and airway assembly for use when applying cardiopulmonary resuscitation to prevent the spread of communicable disease. Under this bill, an individual would have the right to wear a mask on their face in a public place for the purpose of protecting their individual health or the public health, with regard to communicable disease, air quality, or other health factors. The bill would define a mask and a public place for purposes of this provision

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 06/19/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on JUD.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/25/2025 - Senate Judiciary

Summary: Current law authorizes the Division of Labor Standards Enforcement, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified.

AB 1337 (Ward, D) Information Practices Act of 1977.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 06/11/2025 - Referred to Com. on JUD.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Location: 06/11/2025 - Senate Judiciary

Summary: Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025

Last Amended: 06/19/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on TRANS.

Calendar: 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/25/2025 - Senate Transportation

Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Current law also establishes the Public Employment Relations Board in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Current law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the board to enforce these provisions.

AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods: uptime: regulations: violations.

Introduced: 02/21/2025

Last Amended: 06/26/2025

Status: 06/26/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U & C.

Calendar: 07/07/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 BECKER, JOSH, Chair

07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 06/11/2025 - Senate Energy, Utilities and Communications

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. This bill would instead expressly apply that prohibition to direct current fast charging stations and level 1 and 2 charging stations, as provided.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

Status: 05/23/2025 - In committee: Hearing postponed by committee.

Location: 05/14/2025 - Assembly APPR. SUSPENSE FILE

Summary: The California Constitution, pursuant to provisions enacted by the Proposition 209, an initiative measure adopted by the voters at the November 5, 1996, statewide general election, prohibits the state from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting, as specified. This measure would, instead, limit the above prohibition to the operation of public employment, higher education admissions and enrollment, and public contracting.

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Introduced: 03/26/2025

Status: 03/27/2025 - From printer. May be heard in committee April 26.

Location: 03/26/2025 - Assembly PRINT

Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

ACA 13 (DeMaio, R) Public finance: Balanced Budget Accountability Act of 2025.

Introduced: 04/22/2025

Status: 04/23/2025 - From printer. May be heard in committee May 23.

Location: 04/22/2025 - Assembly PRINT

Summary: The California Constitution generally requires appropriations from the General Fund to be enacted in a bill passed by a 2/3 vote in each house of the Legislature. Notwithstanding that requirement, the California Constitution authorizes the budget bill, other bills providing for appropriations related to the budget bill, and bills that make General Fund appropriations for the public schools, to be passed by a majority vote. This measure would repeal the exceptions to the requirement that a bill making General Fund appropriations must be passed by a 2/3 vote, thereby requiring any bill that makes General Fund appropriations to be passed by a 2/3 vote

SB 2 (Jones, R) Low-carbon fuel standard: regulations.

Introduced: 12/02/2024

Last Amended: 03/12/2025

Status: 03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.)
Reconsideration granted.

Location: 01/29/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute.

SB 7 (McNerney, D) Employment: automated decision systems.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 06/19/2025

Status: 06/26/2025 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 5. Noes 0.)
(June 25). Re-referred to Com. on P. & C.P.

Calendar: 07/08/25 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437
BAUER-KAHAN, REBECCA, Chair

Location: 06/26/2025 - Assembly Privacy and Consumer Protection

Summary: Current law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would require an employer to provide a written notice that an ADS, for the purpose of making employment-related decisions, not including hiring, is in use at the workplace to all workers that will be directly affected by the ADS, as specified. The bill would require the employer to maintain an updated list of all ADS currently in use and would require the notice to include the list. The bill would require an employer to notify, as provided, a job applicant that the employer utilizes an ADS in hiring decisions. The bill would prohibit an employer from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.

SB 10 (Padilla, D) Otay Mesa East Toll Facility Act: toll revenues.

Introduced: 12/02/2024

Last Amended: 03/13/2025

Status: 06/27/2025 - July 14 hearing postponed by committee.

Location: 06/09/2025 - Assembly Transportation

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would, consistent with applicable federal and state laws, authorize those toll revenues to additionally be used to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and the development of additional sanitation infrastructure projects related to the Tijuana River pursuant to an agreement with the federal government.

SB 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 05/05/2025

Status: 06/26/2025 - July 7 hearing postponed by committee.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/05/2025 - Assembly Transportation

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.

SB 34 (Richardson, D) Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

Introduced: 12/02/2024

Last Amended: 04/30/2025

Status: 06/09/2025 - Referred to Coms. on NAT. RES. and TRANS.

Calendar: 07/07/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

Location: 06/09/2025 - Assembly Natural Resources

Summary: Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Current law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances. Pursuant to its authority, the district has proposed Rule 2304, which would require the Ports of Long Beach and Los Angeles to each develop a comprehensive plan for charging and fueling infrastructure for equipment, vehicles, and vessels used in port operations and whose source of propulsion energy or other use of energy, or both, is not, or is not primarily, derived from combustion of conventional fuels. In the event the board of the district takes an action to amend or adopt that proposed rule or takes one of specified similar actions regarding an operation or marine terminal facility at a public seaport, this bill would require the action to, among other things, require those ports to prepare assessments of energy demand and supply, cost estimates, and funding source, workforce, and environmental impacts and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. The bill would also prohibit the action from, among other things, imposing a cap on cargo throughput or limiting operations at the ports. The bill would repeal its provisions on January 1, 2036.

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.

Introduced: 01/09/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 06/09/2025 - Referred to Coms. on TRANS. and REV. & TAX.

Calendar: 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/09/2025 - Assembly Transportation

Summary: (1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.

SB 74 (Sevarto, R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 06/18/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 18). Re-referred to Com. on APPR.

Calendar: 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 06/18/2025 - Assembly Appropriations

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

SB 78 (Sevarto, R) Department of Transportation: report: state highway system: safety enhancements.

Introduced: 01/15/2025

Last Amended: 04/02/2025

Status: 06/05/2025 - Referred to Com. on TRANS.

Calendar: 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/05/2025 - Assembly Transportation

Summary: Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027.

SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

Introduced: 01/23/2025

Last Amended: 03/26/2025

Status: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)
Reconsideration granted.

Location: 04/03/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

SB 222 (Wiener, D) Climate disasters: civil actions.

Introduced: 01/27/2025

Last Amended: 03/28/2025

Status: 04/08/2025 - April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.)
Reconsideration granted.

Location: 02/05/2025 - Senate Judiciary

Summary: Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution.

SB 232 (Sevarto, R) California Environmental Quality Act: guidelines: study.

Introduced: 01/28/2025

Last Amended: 03/20/2025

Status: 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/7/2025)(May be acted upon Jan 2026)

Location: 05/23/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for future project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define "locked-in guidelines" as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

SB 237 (Grayson, D) Air pollution: gasoline: one stop shop permitting.

Introduced: 01/29/2025

Last Amended: 06/23/2025

Status: 06/27/2025 - Re-referred to Coms. on U. & E. and NAT. RES. pursuant to Assembly Rule 96.

Location: 06/27/2025 - Assembly Utilities and Energy

Summary: Current law authorizes the State Air Resources Board (state board) to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution. Current law requires the state board to establish, by regulation, maximum standards for the volatility of gasoline, as provided. Pursuant to these authorizations, the state board has adopted the California Reformulated Gasoline regulations establishing California-specific gasoline specifications for various regions of the state at specified time periods. This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission), in conjunction with the state board, to conduct outreach to the western states to explore the development of a gasoline specification that could be used in a western region, including California, as an alternative to the California-specific specification established by the state board regulations to stabilize the petroleum market and petroleum prices in the western region. The bill would require the commission, by July 1, 2026, to report to the Governor and the Legislature on alternative specifications for gasoline and an assessment of the costs and benefits of each alternative specification included in the report, as provided. The bill would require the state board, on or before January 1, 2027, to adopt and enforce amendments to the state board's regulations on gasoline specifications to transition to those alternative specifications recommended in the report. This bill would further require that any regulation adopted by the state board or the Energy Commission that affects retail transportation fuel prices be subject to a standardized regulatory impact analysis. The bill would require the Department of Finance and the Legislative Analyst's Office to review the analysis and submit to the Joint Legislative Budget Committee an independent assessment of its accuracy.

SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Introduced: 01/30/2025

Last Amended: 04/07/2025

Status: 06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2025)(May be acted upon Jan 2026)

Location: 06/05/2025 - Senate 2 YEAR

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 262 (Wahab, D) Housing element: prohousing designations: prohousing local policies.

Introduced: 02/03/2025

Last Amended: 05/29/2025

Status: 06/09/2025 - Referred to Coms. on H. & C.D. and L. GOV.

Calendar: 07/02/25 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 437 HANEY, MATT, Chair

Location: 06/09/2025 - Assembly Housing and Community Development

Summary: Current law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with provisions of the Planning and Zoning Law. Current law requires the department to designate jurisdictions as prohousing pursuant to emergency regulations adopted by the department, as prescribed. Current law requires that jurisdictions that are prohousing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines "prohousing local policies" for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would include in the definition of "prohousing local policies" policies that keep people housed and would include additional examples of prohousing local policies under the above-described provisions, as specified.

SB 272 (Becker, D) San Mateo County Transit District: job order contracting: pilot program.

Introduced: 02/04/2025

Last Amended: 03/18/2025

Status: 06/23/2025 - From consent calendar on motion of Assembly Member Aguiar-Curry. Ordered to third reading.

Calendar: 06/30/25 #20 A-THIRD READING FILE - SENATE BILLS

Location: 06/23/2025 - Assembly THIRD READING

Summary: Would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.

SB 280 (Cervantes, D) Political Reform Act of 1974: prohibition on contributions in state and local government office buildings.

Introduced: 02/05/2025

Last Amended: 04/10/2025

Status: 06/05/2025 - Referred to Com. on ELECTIONS.

Calendar: 07/02/25 A-ELECTIONS 9:30 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

Location: 06/05/2025 - Assembly Elections

Summary: The Political Reform Act of 1974 comprehensively regulates political campaigns, including campaign contributions. The act prohibits the receipt, delivery, or attempted delivery of a contribution in the State Capitol, any state office building, or any office for which the state pays the majority of the rent other than a legislative district office. This bill would expand that prohibition to apply to local government office buildings and offices for which the state or a local government pays rent. The bill would also eliminate the exception for legislative district offices.

SB 358 (Becker, D) Mitigation Fee Act: mitigating vehicular traffic impacts.

Introduced: 02/12/2025

Last Amended: 05/27/2025

Status: 06/09/2025 - Referred to Com. on L. GOV.

Calendar: 07/02/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 06/09/2025 - Assembly Local Government

Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process.

SB 359 (Niello, R) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Introduced: 02/13/2025

Last Amended: 06/26/2025

Status: 06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

Location: 06/26/2025 - Assembly Revenue and Taxation

Summary: The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

SB 364 (Strickland, R) Outdoor advertising displays: permits: new alignments.

Introduced: 02/13/2025

Last Amended: 06/30/2025

Status: 06/05/2025 - Referred to Com. on G.O.

Calendar: 07/09/25 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

Location: 06/05/2025 - Assembly Governmental Organization

Summary: The Outdoor Advertising Act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, current regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete. This bill would prohibit the department from denying or delaying the approval of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the portion of highway is open to the use of the public for vehicular travel.

SB 400 (Cortese), which pertained to the Road Maintenance and Rehabilitation Account, was amended to pertain elective compensation, therefore it has been removed from the matrix.

SB 419 (Caballero, D) Hydrogen fuel.

Introduced: 02/18/2025

Last Amended: 06/23/2025

Status: 06/23/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

Calendar: 06/30/25 A-REVENUE AND TAXATION Upon adjournment of Session - State Capitol, Room 126 GIPSON, MIKE, Chair

Location: 06/09/2025 - Assembly Revenue and Taxation

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined.

SB 431 (Arreguin, D) Assault and battery: public utility employees and essential infrastructure workers.

Introduced: 02/18/2025

Last Amended: 05/23/2025

Status: 06/17/2025 - June 17 set for first hearing canceled at the request of author.

Calendar: 07/01/25 A-PUBLIC SAFETY 9 a.m. - State Capitol, Room 126 SCHULTZ, NICK, Chair

Location: 06/09/2025 - Assembly Public Safety

Summary: Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury upon the person of another. Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law, an assault or battery committed against specified professionals engaged in the performance of their duties, including peace officers, firefighters, and emergency medical personnel, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would make an assault or battery committed against an employee of a public utility or other worker engaged in essential infrastructure work, as defined, punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of these crimes, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 443 (Rubio, D) Retirement: joint powers authorities.

Introduced: 02/18/2025

Last Amended: 06/23/2025

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.

Calendar: 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 06/25/2025 - Assembly Appropriations

Summary: The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power, which may include hiring employees and establishing retirement systems. Current law authorizes a joint powers authority formed by the Cities of Brea and Fullerton, and a joint powers authority formed by the Belmont Fire Protection District, the Estero Municipal Improvement District, and the City of San Mateo, on or after January 1, 2013, to provide their employees the defined benefit plan or formula that those employees received from their respective employers prior to the exercise of a common power, to which the employee is associated, by the joint powers authority to any employee of specified cities and districts who is not a new member and subsequently is employed by the joint powers authority within 180 days of the city or agency providing for the exercise of a common power, to which the employee was associated, by the joint powers authority. This bill would authorize the Pajaro Regional Flood Management Agency, a joint powers authority, to provide a defined benefit plan or formula to an employee of a member agency of the joint powers authority or of another public agency, as defined, who is not a new member and who is subsequently employed by the joint powers authority within 180 days of the effective date of the retirement plan contract amendment. The bill would authorize the Pajaro Regional Flood Management Agency, on or before April 1, 2026, to select a defined benefit plan or formula offered by one of its member agencies prior to the exercise of a common power which the member agency offered to its employees on December 31, 2012, and designate that formula for its employees, as described above. The bill would provide that it would not exempt a new employee or a new member from the requirements of the California Public Employees' Pension Reform Act of 2013 (PEPRA).

SB 445 (Wiener, D) Transportation: planning: complete streets facilities: sustainable transportation projects.

Introduced: 02/18/2025

Last Amended: 06/30/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 34. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: This bill would instead require the Department of Transportation to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.

SB 464 (Smallwood-Cuevas, D) Employer pay data.

Introduced: 02/19/2025

Last Amended: 05/01/2025

Status: 06/26/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on JUD.

Calendar: 07/08/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 06/26/2025 - Assembly Judiciary

Summary: Current law requires a private employer that has 100 or more employees to submit an annual pay data report to the Civil Rights Department that includes the number of employees by race, ethnicity, and sex in specified job categories, whose pay falls within federal pay bands, and within each job category the median and mean hourly rate for each combination of those characteristics as specified. This bill would require an employer to collect and store any demographic information gathered by an employer or labor contractor for the purpose of submitting the pay data report separately from employees' personnel records.

SB 470 (Laird, D) Bagley-Keene Open Meeting Act: teleconferencing.

Introduced: 02/19/2025

Last Amended: 04/10/2025

Status: 06/09/2025 - Referred to Com. on G.O.

Calendar: 07/09/25 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

Location: 06/09/2025 - Assembly Governmental Organization

Summary: Existing law, the Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The act authorizes meetings through teleconference subject to specified requirements, including, among others, that the state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, that each teleconference location be accessible to the public, that the agenda provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. This bill would instead repeal these provisions on January 1, 2030.

SB 486 (Cabaldon, D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

Introduced: 02/19/2025

Last Amended: 04/28/2025

Status: 06/18/2025 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 11. Noes 0.) (June 18). Re-referred to Com. on NAT. RES.

Location: 06/18/2025 - Assembly Natural Resources

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth. This bill would require the sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined.

SB 506 (Committee on Transportation.) Transportation: omnibus bill.

Introduced: 02/19/2025

Last Amended: 06/05/2025

Status: 06/05/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 05/12/2025 - Assembly Transportation

Summary: Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Current law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board.

SB 513 (Durazo, D) Personnel records.

Introduced: 02/19/2025

Last Amended: 05/06/2025

Status: 06/05/2025 - Referred to Com. on L. & E.

Calendar: 07/09/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 06/05/2025 - Assembly Labor and Employment

Summary: Current law grants current and former employees, or their representative, the right to inspect and receive a copy of personnel records maintained by the employer relating to the employee's performance or to any grievance concerning the employee. Current law requires the employer to make the contents of those personnel records available for inspection, as specified, and makes it a crime for an employer to violate these requirements. This bill would provide that personnel records relating to the employee's performance include education and training records and would require an employer who maintains education and training records to ensure those records include specified information.

SB 521 (Gonzalez, D) Public employment: disqualification.

Introduced: 02/19/2025

Last Amended: 04/24/2025

Status: 06/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.

Calendar: 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 06/25/2025 - Assembly Appropriations

Summary: Current law disqualifies a public employee, as defined, from any public employment for 5 years if the employee is convicted of any felony involving accepting or giving, or offering to give, a bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties. This bill would expand that provision to include any felony involving a conflict of interest. The bill would also disqualify a city manager or city attorney, as defined, including an individual acting under contract with the city for those services, who is convicted of any of the above-described felonies, from any future public employment in an equivalent role.

SB 526 (Menjivar, D) South Coast Air Quality Management District: air quality.

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 06/16/2025 - Referred to Com. on NAT. RES.

Location: 06/16/2025 - Assembly Natural Resources

Summary: Current law provides for the creation of the South Coast Air Quality Management District (south coast district) in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. The south coast district has adopted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin, which includes specified air quality attainment rules, including Rule 1157 (PM10 Emission Reductions from Aggregate and Related Operations) (Rule 1157). Rule 1157 establishes performance standards and specifies operational PM10 controls for aggregate and cement operations in order to minimize particulate emissions. This bill would require the south coast district board to update Rule 1157 to improve air quality and increase data collection. The bill would require the owner or operator of a covered facility, as defined, on or before January 1, 2027, to take specified actions, including maintaining fencing around the entire property fenceline that is a specified height and maintaining open storage piles no taller than 8 feet high, as provided, if the covered facility is within 500 feet of a sensitive receptor. The bill would define a sensitive receptor to mean a residence, school, park, or hospital, among other, similar facilities. The bill would require, on and after July 1, 2027, (1) the owner or operator of a covered facility with a demonstrated history of PM10 emissions at or above the threshold limit set by the south coast district and whose property line is within 500 feet of a sensitive receptor to fully enclose the existing open storage piles and (2) the south coast district to inspect the covered facility monthly until PM10 emissions remain below threshold limits for 3 consecutive months. By imposing additional duties on a local entity, the bill would impose a state-mandated local program.

SB 544 (Laird, D) Railroad crossings: permit applications: review.

Introduced: 02/20/2025

Status: 06/25/2025 - June 25 set for first hearing canceled at the request of author.

Location: 05/19/2025 - Assembly Utilities and Energy

Summary: The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.

SB 545 (Cortese, D) High-speed rail: economic opportunities.

Introduced: 02/20/2025

Last Amended: 06/27/2025

Status: 06/27/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Calendar: 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/09/2025 - Assembly Transportation

Summary: Would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 06/25/2025 - July 2 set for first hearing canceled at the request of author.

Calendar: 07/16/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 06/05/2025 - Assembly Local Government

Summary: The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.

SB 563 (Valladares, R) State parks: Off-highway Motor Vehicle Recreation: grants: eligible applicants.

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 06/17/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 17). Re-referred to Com. on APPR.

Calendar: 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 06/17/2025 - Assembly Appropriations

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 creates the Division of Off-Highway Motor Vehicle Recreation and requires the division to develop and implement a grant and cooperative agreement program for specified purposes, including to support the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with use of off-highway motor vehicles. Under current law, eligible grant and cooperative agreement applicants include, among others, cities, counties, districts, state agencies, agencies of the United States, and federally recognized and state-recognized Native American tribes, as specified. This bill would expand eligible grant and cooperative agreement applicants to include special districts that employ sworn personnel, as provided.

SB 569 (Blakespear, D) Department of Transportation: homeless encampments.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 06/24/2025 - July 7 hearing postponed by committee.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/16/2025 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments.

SB 590 (Durazo, D) Paid family leave: eligibility: care for designated persons.

Introduced: 02/20/2025

Last Amended: 04/03/2025

Status: 06/05/2025 - Referred to Com. on INS.

Location: 06/05/2025 - Assembly Insurance

Summary: Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. Current law establishes, within the above state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including family care leave and family member. This bill would, commencing July 1, 2027, expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person.

SB 642 (Limón, D) Employment: payment of wages.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 06/26/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 0.) (June 25). Re-referred to Com. on JUD.

Calendar: 07/08/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 06/26/2025 - Assembly Judiciary

Summary: Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith.

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 05/12/2025 - Referred to Com. on TRANS.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 05/12/2025 - Assembly Transportation

Summary: Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, current law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD). At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates "WALK" or "DON'T WALK" intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews.

SB 684 (Menjivar, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 03/26/2025

Status: 04/10/2025 - April 22 set for first hearing canceled at the request of author.

Location: 04/03/2025 - Senate Judiciary

Summary: Would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.

SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 06/09/2025 - Referred to Com. on L. GOV.

Calendar: 07/16/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 06/09/2025 - Assembly Local Government

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.

SB 714 (Archuleta, D) Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

Introduced: 02/21/2025 (Spot bill)

Status: 03/12/2025 - Referred to Com. on RLS.

Location: 02/21/2025 - Senate Rules

Summary: Current law requires the Deputy Secretary for Climate to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.

SB 769 (Caballero, D) The Golden State Infrastructure Corporation Act.

Introduced: 02/21/2025

Last Amended: 05/01/2025

Status: 06/20/2025 - June 24 set for first hearing canceled at the request of author.

Calendar: 07/01/25 A-JUDICIARY 8:30 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 06/16/2025 - Assembly Judiciary

Summary: Would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst's Office a report for the preceding fiscal year containing information on the infrastructure corporation fund and the corporation's activities, including specified information.

SB 772 (Cabaldon, D) Infill Infrastructure Grant Program of 2019: applications: eligibility.

Introduced: 02/21/2025

Last Amended: 04/22/2025

Status: 05/29/2025 - Referred to Com. on H. & C.D.

Location: 05/29/2025 - Assembly Housing and Community Development

Summary: Current law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Current law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, current law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. For catalytic qualifying infill areas, existing law requires grants be provided using a selection process that, among other things, requires eligible applicants to submit documentation of all necessary entitlements and permits, and a certification that the project is shovel ready, except as provided. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously with urban uses.

SB 800 (Reyes, D) State highways: overpasses: pilot program: suicide prevention.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 06/16/2025 - Referred to Com. on TRANS.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 06/16/2025 - Assembly Transportation

Summary: Existing law requires the Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided. This bill would require the department to establish and administer a pilot program to install suicide deterrents on 5 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in a manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.

SB 809 (Durazo, D) Employees and independent contractors: construction trucking.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 06/05/2025 - Referred to Coms. on L. & E. and JUD.

Calendar: 07/09/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 06/05/2025 - Assembly Labor and Employment


Summary: (1)Existing law, as established in the case of *Dynamex Operations W. v. Superior Court* (2018) 4 Cal.5th 903 (*Dynamex*), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the "ABC" test, to determine if workers are employees or independent contractors for those purposes. This bill would provide that mere ownership of a vehicle, including a personal vehicle or a commercial vehicle, used by a person in providing labor or services for remuneration does not make that person an independent contractor.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board 

Subject: Federal Legislative Status Report

Legislative and Communications Committee Meeting of July 17, 2025

Present: Directors Jung, Janet Nguyen, Tavoularis, Tetteimer, and Wagner

Absent: Director Foley

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.



July 17, 2025

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

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on the approval of the budget reconciliation bill, a summary of a letter from Orange County elected officials related to restoring the formula suballocation process for the State Transportation Block Grant program and the Congestion Mitigation and Air Quality program, and an overview on a report submitted to Congress examining commuter rail in the United States post-pandemic. Additionally, a summary of two letters from United States Transportation Secretary Sean Duffy to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles.

Recommendation

Receive and file as an information item.

Discussion

Update on Approval of Budget Reconciliation Agreement

On July 1, 2025, the United States (US) Senate passed HR 1 (Arrington, R-TX), or colloquially known as the One Big Beautiful Bill Act, by a 51-50 vote, with Vice President JD Vance casting the tie-breaking ballot. The House of Representatives followed by approving HR 1 on July 3, 2025, with a vote of 218-214. The President signed the legislation into law on July 4, 2025.

As background, the legislation advanced under the budget reconciliation process, which is a legislative tool that allows certain budget-related bills to pass the Senate with a simple majority, bypassing the 60-vote threshold usually required to overcome a filibuster. Reconciliation is limited to provisions that directly affect federal spending, revenues, or debt, and is subject to strict

procedural rules, including the Byrd Rule, which bars non-budgetary items from inclusion. The primary goal of this reconciliation effort was to extend key elements of the 2017 Tax Cuts and Jobs Act, revise federal budget priorities, and advance several longstanding policy objectives.

Among the bill's central features is a multi-year extension of the 2017 tax cuts, including reduced individual and corporate income tax rates. The Senate version also incorporates modified versions of other tax-related initiatives, such as eliminating taxes on tipped income, while introducing broader structural changes to the federal budget. These include a \$5 trillion increase in the federal debt ceiling, significant increases in military and border security spending, and reductions to certain social safety net programs. The healthcare provisions in the legislation make several adjustments to federal health programs, such as updating eligibility requirements for Medicaid and imposing work requirements and cost-sharing. In the area of taxation, the bill introduces a modified State and Local Tax deduction framework, raising the cap from \$10,000 to \$40,000 initially, with a one percent increase annually over five years. Several other proposals were struck from the bill by the Senate Parliamentarian for violating the Byrd Rule. This included elements of labor policy and broader healthcare reforms that were deemed not primarily budget-related.

While not the centerpiece of the legislation, the Senate's version of the bill includes notable transportation-related provisions that carry implications for infrastructure investment and system improvements. Several key provisions are worth highlighting. One important inclusion is the preservation of the tax-exempt status of municipal bonds, a key surface transportation reauthorization principle for the Orange County Transportation Authority (OCTA). Another significant provision is the \$2.5 billion allocation to the State Homeland Security Grant Program to enhance state and local preparedness and event security. This includes \$625 million for planning and securing the 2026 Fédération Internationale de Football Association (FIFA) World Cup and \$1 billion for the 2028 Olympic and Paralympic Games in Los Angeles (LA28).

The legislation also allocates \$12.5 billion for air traffic control modernization, including \$7.75 billion to upgrade or replace outdated telecommunications and radar infrastructure, \$1.1 billion for the consolidation of air traffic control centers managing high-altitude and terminal airspace, and \$500 million for runway safety improvements. The Senate did not include the new fees on electric and hybrid vehicles that had been part of the House bill. However, it is expected this may be revisited as part of reauthorizing surface transportation legislation. In other policy areas, the bill preserves new fees on commercial space launches and eliminates civil penalties for automakers that fail to meet Corporate Average Fuel Economy standards.

The legislation further rescinds unspent portions of the 2022 Inflation Reduction Act, reversing several climate and infrastructure-related investments. Among the rescinded programs is the Federal Highway Administration's Neighborhood

Access and Equity Grant Program, which was designed to support projects that reconnect communities divided by past transportation decisions and promote inclusive planning. It also accelerates the expiration of the \$7,500 federal tax credit for new electric vehicles (EV) and the \$4,000 credit for used EVs, setting their termination date to September 30, 2025.

The Congressional Budget Office (CBO) preliminarily estimated that HR 1 would reduce the deficit by \$400 billion compared to the Senate's budget enforcement baseline. However, when measured against CBO's January 2025 baseline, which assumes current laws stay in place, HR 1 would increase the deficit by \$3.4 trillion over the federal fiscal year 2025–2034 period.

Letter on Restoring Local Control of Surface Transportation Block Grant and Congestion Mitigation and Air Quality Funds

On June 26, 2025, Representatives J. Luis Correa (D-Santa Ana) led a sign-on letter that included Young Kim (R-Anaheim Hills), Dave Min (D-Costa Mesa), and Derek T. Tran (D-Cypress) submitted a bipartisan letter to Senators Alex Padilla (D-CA) and Adam Schiff (D-CA), urging their support for a targeted legislative amendment to restore local suballocation authority for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds in the Southern California Association of Governments (SCAG) region. This effort aligns with one of the OCTA Board of Directors-approved federal reauthorization principles. It is also important to note that this proposal was previously submitted as a priority to the House Transportation and Infrastructure Committee for surface transportation reauthorization by Representatives Correa, Kim, and Min. The letter is included as Attachment A.

For over three decades, California operated under a locally driven, population-based distribution framework, where county transportation commissions were directly suballocated STBG and CMAQ funds. This structure, established under state law, allowed local agencies to plan and deliver transportation projects that met the unique needs of their communities while ensuring accountability and efficient use of federal funds. However, in 2021, a federal corrective action prohibited metropolitan planning organizations (MPO) from delegating project selection authority. This change centralized project selection at the regional level, disrupting long-range planning, delaying project delivery, and reducing local responsiveness in regions like the SCAG, which serves over 18.8 million residents across six counties and nearly 200 cities.

The letter advocates for a narrowly tailored amendment to be included in the next surface transportation reauthorization bill. This amendment would reinstate suballocation authority specifically in metropolitan planning areas with populations over ten million where a state statute already supports population-based distribution. The proposal would maintain MPO oversight of the overall transportation improvement program while allowing county commissions to once again manage project selection and delivery directly. The Congressional

Members emphasize that this fix is essential to restoring efficiency, responsiveness, and local accountability in transportation planning and urge the Senators to champion the amendment and help build a bicameral coalition in support of this effort.

Summary of the Government Accountability Office's Commuter Rail Report to Congress

On May 7, 2025, the US Government Accountability Office (GAO) released a report to Congress titled "Commuter Rail: Most Systems Struggling to Recover Ridership Following the COVID-19 Pandemic." The report examines how commuter rail systems across the country have evolved since 2021. The report highlights an industry still grappling with the long-term impacts of the COVID-19 pandemic, with notable challenges in financial recovery, service delivery, and ridership patterns. A key finding was that fare revenues remain significantly depressed, averaging 31 percent below pre-pandemic levels, prompting increased reliance on federal, state, and local funding sources. While pandemic-era federal relief funds provided temporary operating support, these emergency allocations have expired, creating structural funding gaps that agencies must now address. Between 2019 and 2023, the share of funding from fare revenues dropped from 43 percent to 24 percent, while local contributions grew from 9.7 percent to 14 percent and state support from 18.2 percent to 18.6 percent. However, funding formulas and state involvement vary widely by region, with some systems such as TEXRail receiving no state operating support, and others like Virginia Railway Express covering 50 percent of their budgets with state funds. Compounding financial pressures, operating costs have surged 28 percent above pre-pandemic levels, with inflation, rising labor costs, and material prices cited as key drivers.

Despite these challenges, most commuter rail agencies have restored or expanded their service offerings. As of the report's publication, 19 of the 31 systems surveyed were operating at 95 percent or more of their 2019 service levels. The Southern California Regional Rail Authority, also known as Metrolink, is operating at approximately 96 percent of its pre-pandemic service, placing it among the agencies that have most closely returned to full service. A few systems, such as Denver Regional Transportation District, have even expanded service significantly beyond 2019 levels, while others remain well below full recovery. Agencies are also pursuing new strategies to attract riders, including weekend, mid-day, and special event service expansions, youth pass programs aimed at cultivating future transit users, and flat-rate weekend fares to encourage non-commute travel. Some systems are addressing connectivity gaps by adding stations or launching on-demand shuttles. However, agencies that do not control the tracks they operate on report challenges negotiating with host railroads to provide more flexible or frequent service, an issue that limits their ability to respond to changing travel demand.

The report underscores that while service levels have largely returned, ridership recovery remains uneven. Twenty-five out of the 31 systems still fall below 2019 ridership, with eight reporting that fewer than half as many riders are using their systems today compared to pre-pandemic figures. Nevertheless, six agencies, including Sonoma-Marín Area Rail Transit and TEXRail, exceeded their pre-pandemic ridership levels, in some cases by over 35 percent. The GAO notes that systems that have aligned their service offerings with new travel behaviors, such as hybrid work schedules and increased weekend travel, are faring better in terms of ridership. The overall findings suggest that sustained recovery will depend on agencies' ability to adapt service models, secure long-term operating funding, and modernize agreements with host railroads to provide more responsive and flexible transit options.

Letter to the Los Angeles County Metropolitan Transportation Authority Regarding Transit System Safety and Security

On June 26, 2025, US Secretary of Transportation Sean Duffy issued a formal letter to Los Angeles County Metropolitan Transportation Authority (LA Metro) Chief Executive Officer Stephanie Wiggins requesting detailed information regarding the agency's safety and security practices. The letter requests documentation of LA Metro's current and planned actions to reduce crime and fare evasion, as well as steps being taken to maintain a clean and secure operating environment. The letter is included as Attachment B.

As part of the Federal Transit Administration's (FTA) review, LA Metro has been asked to provide data on fare evasion trends, details of prior mitigation measures, and all fiscal year 2025 budgeted and fiscal year 2026 planned funds directed towards improving security. This includes a breakdown of expenditures related to capital security projects, safety set-aside requirements under the Urbanized Area Formula Grants program, and other federal funding sources such as those provided through the Department of Homeland Security. Secretary Duffy's letter also references relevant federal statutes that permit the use of capital funds for crime prevention and safety efforts and encourages LA Metro to use these resources expediently for eligible activities. LA Metro's response is due to the FTA Region 9 Administrator, Ray Tellis, by July 10, 2025.

In relation to the letter to LA Metro, Secretary Duffy also sent a letter to City of Los Angeles Mayor Karen Bass following recent service disruptions related to public demonstrations, which is included as Attachment C. The letter cites concerns about the impact of protests on transit service availability, noting that commuter access to rail and bus service was interrupted. Secretary Duffy requested that the City of Los Angeles submit a report within 30 days addressing several key items: a status update on all transit services that experienced closures or delays due to the recent unrest, an outline of coordination between the Los Angeles Police Department, transit police, and federal law enforcement, a description of safety protocols intended to manage future disturbances, and a

summary of resources that will be mobilized to ensure safe and timely transportation access for the upcoming 2026 FIFA World Cup and LA28.

These letters follow earlier communications from Secretary Duffy to the Washington Metropolitan Area Transit Authority and the New York Metropolitan Transportation Authority. While the focus of the most recent letters is on the City of Los Angeles, the letters reflect a broader shift in federal oversight priorities toward safety performance, public confidence, and accountability across major transit systems. As regional coordination becomes increasingly important, particularly in preparation for high-profile international events, OCTA staff will monitor developments closely and consider how related best practices or federal guidance may apply within OCTA's own service area.

Summary

An update is provided on the approval of the budget reconciliation bill. Summaries are provided on letters including one from Orange County congressional members urges restoring suballocation formulas for certain programs and another letter from United States Transportation Secretary Sean Duffy is addressed to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles. An overview is also given on a report to Congress examining commuter rail in the United States after the pandemic.

Attachments

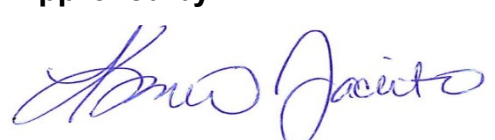
- A. Letter from J. Luis Correa, Representative, House of Representatives, Young Kim, Representative, House of Representatives, Derek T. Tran, Representative, House of Representatives, and Dave Min, Representative, House of Representatives to Alex Padilla, Senator, United States Senate and Adam Schiff, Senator, United States Senate, dated June 26, 2025
- B. Letter from U.S. Department of Transportation Secretary Sean P. Duffy to Stephanie Wiggins, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority, dated June 26, 2025
- C. Letter from U.S. Department of Transportation Secretary Sean P. Duffy to Karen Bass, Mayor, City of Los Angeles, dated June 26, 2025
- D. Potomac Partners DC, Monthly Legislative Report – June 2025

Prepared by:



Alexis Carter
Senior Government Relations Representative,
Government Relations
(714) 560-5475

Approved by:



Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754



Congress of the United States
House of Representatives
Washington, DC 20515

June 26, 2025

The Honorable Alex Padilla
U.S. Senator
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Adam Schiff
U.S. Senator
112 Hart Senate Office Building
Washington, DC 20510

Dear Senators Padilla and Schiff,

As Members of Congress representing southern California districts, we write to respectfully request your support for a proposal to reinstate local suballocation authority for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds in California's largest metropolitan regions.

For over three decades, California successfully operated under a locally driven framework in which the State suballocated STBG and CMAQ funds to county transportation commissions, based on population. This approach, grounded in state law, empowered local agencies to plan and deliver transportation projects tailored to their communities, while ensuring accountability and timely use of federal funds.

In 2021, a federal corrective action prohibited Metropolitan Planning Organizations (MPOs) from delegating project selection, effectively centralizing control at the regional level. In the Southern California Association of Governments (SCAG) region, which is home to over 18.8 million people across six counties and nearly 200 cities, this shift has disrupted long-range planning, delayed project delivery, and diminished local responsiveness.

We support a narrowly tailored amendment to 23 U.S.C. § 134(j) for inclusion in the next surface transportation reauthorization legislation. The amendment would restore suballocation authority in metropolitan planning areas with populations exceeding 10 million, where a state statute already outlines a population-based distribution process. This change would enable county transportation commissions to continue managing and delivering projects efficiently, ensuring accountability and responsiveness to local needs while preserving MPO oversight of the broader transportation improvement program.

As members of California's Senate delegation and leaders in infrastructure and transportation policy, your support for this proposal in the Senate is critical. We hope you will consider

championing this legislative fix and working with House colleagues to build a bicameral coalition that supports more responsive, efficient, and locally accountable transportation funding.

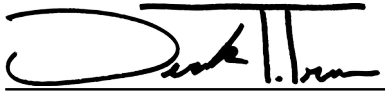
Sincerely,



J. Luis Correa
Member of Congress



Young Kim
Member of Congress



Derek T. Tran
Member of Congress



Dave Min
Member of Congress



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

June 26, 2025

Ms. Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

I am writing regarding the continued focus of the U.S. Department of Transportation (Department) on safe travel in Los Angeles. To protect the safety of passengers and workers, and in turn, promote public confidence in transit, the Los Angeles County Metropolitan Transportation Authority (LACMTA) must ensure a secure and clean environment, reduce crime and fare evasion, and maintain a safe operating system.

Based on the Department's ongoing focus on safety and security, and pursuant to its oversight authority, FTA directs LACMTA to provide information about agency practices and expenditures. See FTA Master Agreement section 3(h)(2)(iii). Of key importance is documentation of actions and funding that ensure effective security for passengers and workers on the LACMTA system.

For this FTA review of LACMTA's actions, please provide FTA with the following information:

1. LACMTA's actions and plans to reduce crime and fare evasion on the transit system. Please include information about fare evasion trends and previous actions.
2. LACMTA's funds from all sources that are programmed to improve the security of passengers and workers. This should include information about all LACMTA fiscal year 2025 budgeted and fiscal year 2026 planned funds to reduce crime and fare evasion on the transit system, including a comparison to prior year funding for such expenses. Please also include:
 - a. Security - Expenditures and budgeted funds that meet the Federal transit program security capital projects set aside requirement for Urbanized Area Formula Grants (49 U.S.C. § 5307(c)(1)(J)(i)).
 - b. Safety - Expenditures and budgeted funds that meet the Federal transit program safety set aside requirement for Urbanized Area Formula Grants (49 U.S.C. § 5329(d)(4)(B)).
 - c. Non-FTA funds - Information about funds from other Federal government agencies directed to the safety and security of LACMTA passengers and workers. This should include any Department of Homeland Security funds.

Please submit this information to FTA's Region 9 Administrator, Ray Tellis, no later than July 10, 2025.

Also, please recognize that Federal transit law explicitly allows recipients to use capital grants for capital expenses related to crime prevention and security activities. See 49 U.S.C. § 5321. LACMTA should target Federal resources expeditiously and appropriately for these eligible activities.

People traveling on the LACMTA system to reach their jobs, education, health care, and other critical services need to feel secure and travel in a safe environment free of crime; and workers who operate the system need to be sure of a safe operating environment to provide transportation service. The transit riders and workers of Los Angeles deserve nothing less.

I appreciate your prompt attention to this matter to avoid further consequences, up to and including redirecting or withholding funding. If I can provide further information or assistance, please reach out or contact Joe DeLorenzo, Associate Administrator for Transit Safety and Oversight and Chief Safety Officer, at (202) 366-5080 or via email at joseph.delorenzo@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy", with a stylized flourish at the end.

Sean P. Duffy



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

June 26, 2025

Mayor Bass,

I am writing you with deep concern over law-abiding citizens in the Los Angeles metropolitan area being unable to access federally funded transit services because of your failure to stop the violent riots in your city.

Closing stations, cancelling bus routes, and redirecting rail lines is a direct result of your inability or unwillingness to control the protests and violent mobs that paralyzed Los Angeles. I'm grateful President Donald Trump deployed the National Guard and Marines to stop the chaos.

You have allowed many forms of transportation funded by Federal tax dollars to become inaccessible to Angelenos needing to reach their jobs, schools, medical appointments and more. Our transit workers require your support to keep communities and families moving safely and efficiently.

The weak leadership you have shown in these critical times does not inspire confidence in your ability to represent one of the Nation's largest cities as it hosts one of the world's biggest events, the FIFA World Cup 2026 and the LA 2028 Summer Olympics (collectively, the LA games), where millions from around the globe are expected to visit Los Angeles. Based on your slow action to quell the riots, the Department of Transportation is deeply concerned about your ability to keep the commuting public safe and to handle the transportation logistics needed for the LA games.

I am requesting you provide the following details by July 26, 2025:

- Please provide a status update on all lines that experienced closures and delays due to the riots happening across Los Angeles in the last two weeks.
- How is the Los Angeles Police Department collaborating with transit police and Federal law enforcement to restore order?
- What safety protocols do you have in place to address future riots or unlawful activity on the Los Angeles transit systems, which are supported with Federal funds?
- What resources will you be deploying to ensure fans can get to the LA games safely and on time?

Sincerely,

A handwritten signature in blue ink, appearing to read 'S.P. Duffy', is written over the typed name.

Sean P. Duffy



Monthly Legislative Report – June 2025

Advocacy Meetings

Federal Railroad Administration (FRA) Senior Advisor – We met with the FRA Senior Advisor to discuss Orange County Transportation Authority's (OCTA) request to adjust the federal cost share for its Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor.

Federal Highway Administration (FHWA) Office of Policy and Government Affairs – We met with FHWA staff to discuss OCTA's surface transportation reauthorization priorities, including proposed permitting reforms and the restoration of local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. We also inquired about the timing of FHWA's reauthorization principles and emphasized the importance of recognizing self-help counties in future formula funding frameworks. FHWA staff welcomed continued engagement as policy development progresses internally at FHWA.

Office of Congressman Lou Correa (D-CA) – We met several times this month with Congressman Correa's staff to discuss OCTA's reauthorization priorities and to coordinate support and CA delegation outreach for a bipartisan delegation letter sent on June 26 to California's U.S. Senators. Co-signed by Representatives Tran, Min, and Kim, the letter urges restoration of local suballocation authority for STBG and CMAQ funds. The letter supports a narrowly tailored amendment that would allow county transportation commissions in large metro areas to retain control of project selection under state-defined, population-based formulas.

Office of Congressman Derek Tran (D-CA) – We followed up with Congressman Tran's staff on the Fiscal Year (FY26) Appropriations Community Project Funding (CPF) request for the State Route 57 (SR-57) Improvement Project between Lambert Road and the Orange County Line. We also continued our dialogue on OCTA's surface transportation reauthorization priorities and requested the Congressman's support for restoring local suballocation authority for STBG & CMAQ program funds. Staff were able to facilitate the Congressman's co-signing of the June 26th delegation letter to the CA Senators.

Office of Congressman Mike Levin (D-CA) – We met again with Congressman Levin and his staff to follow up on emergency repair work along the LOSSAN Rail Corridor and ongoing coordination with the FRA on the CRISI grant. We also discussed OCTA's surface transportation reauthorization principles, including permitting reform and the reinstatement of local suballocation authority for STBG and CMAQ funds. Congressman Levin has submitted a \$3 million CPF request for OCTA's Interstate 5 Improvement Project to the FY26 Transportation-Housing and Urban Development (THUD) appropriations bill.

Office of Congressman David Min (D-CA) – We met with Congressman Min's staff to discuss OCTA's FY26 Community Project Funding (CPF) request for the *Technology and*

Signal Upgrades Project. The \$3 million request that his office submitted to the THUD Appropriation Committee supports the deployment of advanced traffic signal controllers across Orange County, enhancing OCTA's signal synchronization program to improve roadway efficiency, safety, and real-time traffic operations. We also reviewed OCTA's proposal to restore local suballocation authority for STBG and CMAQ funds. Congressman Min expressed his support and co-signed the June 26 bipartisan House delegation letter to California's U.S. Senators urging a narrowly tailored legislative fix to reinstate suballocation in large metropolitan regions. Additionally, we provided an update on stabilization and emergency repair efforts along the LOSSAN Rail Corridor.

Office of Congresswoman Young Kim (R-CA) – We met with Congresswoman Kim's staff to discuss OCTA's surface transportation reauthorization priorities, including the restoration of local suballocation authority for STBG and CMAQ funds. We acknowledged the Congresswoman's support as a co-signer of the June 26 bipartisan delegation letter to California's U.S. Senators advocating for this legislative fix. We also discussed her continued support for self-help counties and policy approaches that prioritize formula-based investment and efficient federal grant delivery. Her office emphasized the need to reduce bureaucratic delays and empower local agencies to deliver regionally significant projects. In addition, Congresswoman Kim submitted two FY26 CPF requests to the House THUD Appropriations Subcommittee, including:

- **\$4 million for OCTA's I-5 Improvement Project (I-405 to SR-55)** to relieve congestion and enhance corridor safety, and
- **\$3 million for OCTA's SR-55 Improvement Project** between I-5 and SR-91 to improve mobility in a key freight and commuter corridor.

Office of Congressman Pete Aguilar (D-CA) – We met with Congressman Aguilar's staff to discuss OCTA's request for local suballocation authority for STBG& CMAQ programs in the upcoming surface transportation reauthorization bill. We also asked the Congressman to sign on to a delegation letter to the California Senators in support of OCTA's proposed legislative language. In addition, we discussed the urgent need for permit streamlining to support critical repairs along the LOSSAN rail corridor and emphasized the importance of preserving key discretionary transportation programs.

Office of Congressman Jay Obernolte (R-CA) – We met with Congressman Obernolte's staff to discuss OCTA's proposed surface transportation reauthorization language for STBG/CMAQ suballocation and requested that the Congressman sign on to a delegation letter to the California Senators in support of the OCTA proposed legislative language. We also briefed the office on issues related to streamlining the National Environmental Policy Act (NEPA) process and achieving permitting parity between transit and highway projects.

Office of Congresswoman Norma Torres (D-CA) – We met with Congresswoman Torres' staff to discuss the proposed rescissions packed that the House voted on this month. As a member of the House Appropriations Committee, her support will be critical in protecting key discretionary programs. We also requested that the Congresswoman sign on to a delegation letter to the California Senators in support of OCTA's proposed surface transportation

reauthorization language for STBG/CMAQ suballocation. In addition, we briefed her team on OCTA's priorities for expediting project delivery and reducing regulatory barriers that delay infrastructure improvements.

Office of Congresswoman Judy Chu (D-CA) – We met with Congresswoman Chu's staff to discuss OCTA's proposed surface transportation reauthorization language for STBG/CMAQ suballocation and requested that the Congresswoman sign on to a delegation letter to the California Senators in support of the proposal.

Office of Chairman Sam Graves (R-MO) – We met with Chairman Graves' Chief of Staff, who is now the staff director of the House Transportation and Infrastructure (T&I) Committee to discuss permitting reform proposals.

Office of Ranking Member Rick Larsen (D-WA) – We met with Ranking Member Larsen's legislative assistant to discuss OCTA's priorities for project delivery reform and ongoing efforts by the U.S. Department of Transportation to streamline permitting. The Ranking Member's staff expressed the office's interest in identifying bipartisan solutions to accelerate project timelines while maintaining public input and accountability.

House T&I Subcommittee on Highways and Transit Staff – We met with subcommittee staff to continue discussions on OCTA's priorities for the 2026 Surface Transportation Reauthorization. In addition to reviewing OCTA's proposals related to streamlined permitting, local suballocation authority for STBG/CMAQ, and support for self-help counties, we discussed potential hearing opportunities for stakeholders such as OCTA to testify this fall.

T&I Subcommittee on Highways and Transit Chair David Rouzer (R-NC) – We briefed Chairman Rouzer on OCTA's surface transportation reauthorization principles, highlighting the agency's priorities around project delivery, funding flexibility, and regional infrastructure needs. We also discussed his upcoming visit to California in August and coordinated plans for him to tour key transportation projects in Orange County. The Chairman expressed interest in seeing firsthand how federal programs are supporting local infrastructure and in continuing dialogue on OCTA's policy recommendations.

House T&I Subcommittee on Railroads, Majority Staff – We met with majority staff from the House Subcommittee on Railroads, Pipelines, and Hazardous Materials to follow up on proposed changes to federal rail programs in the upcoming surface transportation reauthorization. The discussion focused on the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and OCTA's support for increased flexibility to fund emergency repairs along the LOSSAN Corridor. We also discussed the Subcommittee's June 13 hearing, *"America Builds: The Role of Innovation and Technology in a Safe and Efficient Rail System,"* which examined potential updates to the regulatory framework at the FRA. Committee staff expressed interest in continuing the dialogue on targeted reforms to improve FRA responsiveness and to reduce permitting delays.

House Appropriations Committee, Majority & Minority Staff – Throughout June, we engaged with both majority and minority staff on the House Appropriations Committee to advocate for preserving key transportation accounts in the FY26 appropriations process. Staff acknowledged the pressure to identify offsets through rescissions. We also discussed CPF requests submitted by Orange County Members, including:

- **Congressman David Min:** \$3 million for OCTA's *Technology and Signal Upgrades Project* to enhance traffic flow and safety through the deployment of advanced signal controllers.
- **Congresswoman Young Kim:** \$4 million for OCTA's *I-5 Improvement Project* (I-405 to SR-55) to relieve congestion and enhance corridor safety; and \$3 million for OCTA's *SR-55 Improvement Project* between I-5 and SR-91 to improve mobility in a critical freight and commuter corridor.
- **Congressman Mike Levin:** \$3 million for enhancements to the *I-5 Corridor* in Orange County.

We emphasized that these CPF requests reflect regionally significant transportation priorities and align with the committee's guidelines for CPF requests.

Budget Reconciliation Update

On July 1st, the U.S. Senate passed the *One Big Beautiful Bill Act* (OBBA) by a narrow 51–50 vote, with Vice President Vance casting the tie-breaking vote. All Senate Democrats voted against the measure, along with Republican Senators Rand Paul, Thom Tillis, and Susan Collins. The bill now heads to the House of Representatives, where Speaker Mike Johnson has called Members back into session to consider the Senate-passed version ahead of the July 4 recess.

OBBA includes sweeping tax and fiscal policy changes. It permanently extends the individual tax cuts enacted under the 2017 Tax Cuts and Jobs Act and introduces several new federal tax exemptions, including for tips, overtime pay, and Social Security benefits. For California taxpayers, the bill temporarily raises the State and Local Tax (SALT) deduction cap to \$40,000 for households earning under \$500,000, with the cap reverting to \$10,000 after five years. These provisions are expected to provide modest tax relief for households in high-cost regions such as Orange County.

In healthcare, the bill increases funding for the Rural Healthcare Fund to \$50 billion, which could benefit medically underserved communities in Southern California. However, the legislation also includes significant cuts to Medicaid, tightening eligibility requirements, and imposing new administrative burdens, raising concerns among healthcare advocates.

On July 3rd the House voted to pass H.R. 1 – One Big Beautiful Bill (OBBA) Act after the Senate passed it with changes earlier this week. The House passed the bill this afternoon by a narrow margin vote of 218-214; (2 Republicans voted against-- Reps. Massie (KY) and Fitzpatrick (PA)), following Tuesday's Senate vote and VP tiebreaker. The President is expected to sign the bill at 5:00pm on the 4th of July.

House Minority Leader Hakeem Jeffries (D-NY) attempted to filibuster the bill on the floor, causing a delay in the final vote while Republican leaders worked to secure a handful of hesitant votes in their conference.

The text of the bill is available [here](#) and [here](#).

GOP leaders are reportedly exploring the possibility of a second budget reconciliation bill later this year. If pursued, it could include deeper federal spending cuts and additional policy changes targeting discretionary programs, which could pose potential risks to funding for housing, health, and other safety net programs. We will continue monitoring for any implications tied to infrastructure, and transit programs.

FY26 Appropriations Update

The FY26 appropriations process is underway in both the House and Senate, running in parallel with budget reconciliation and rescission efforts. While the House Appropriations Committee has begun marking up select bills, including the Agriculture-Food and Drug Administration bill, progress has been slow. This is primarily due to the Administration's decision to withhold full budget details until the OBBB was finalized. Only four of the twelve appropriations bills currently have draft text, and eight remain without complete topline allocations, frustrating senior appropriators.

Transportation funding for FY26 in the President's budget request generally tracks with the levels established under the Infrastructure Investment and Jobs Act (IIJA), although broader spending limits proposed in that budget request pose significant challenges to the funding process and timeline. President Trump's discretionary budget proposes \$1.45 trillion in total funding, \$150 billion below the enacted FY25 level. If House appropriators follow this topline, the eight remaining appropriations bills, including the THUD bill, would face a roughly 30% reduction in aggregate from their FY25 enacted levels.

Within this context, the U.S. Department of Transportation (USDOT) side of the THUD bill appears to fare relatively well, with a gross DOT request of \$27.1 billion, slightly above FY25 levels. However, the Administration's proposal includes a \$1.6 billion rescission of contract authority that would eliminate funding for the Charging and Refueling Corridor program, along with a separate rescission targeting the National Electric Vehicle Infrastructure (NEVI) program. While the DOT budget remains mostly stable, the Housing and Urban Development (HUD) side of the bill faces sharp cuts, from \$68.7 billion in FY25 to just \$41.7 billion in FY26.

The House THUD Subcommittee is scheduled to mark up its FY26 bill on July 7, with full committee consideration expected the week of July 14. The Senate has not yet scheduled its THUD markup, and the overall timeline for final passage remains uncertain. With topline negotiations unresolved and additional rescissions still under consideration, a Continuing Resolution (CR) appears increasingly likely. A CR would extend FY24 funding levels beyond October 1 and would exclude earmarks requests.

In addition, on June 25, Office of Management and Budget (OMB) Director Russ Vought testified before the Senate Appropriations Committee in support of the Administration's June 3rd rescissions package (H.R. 4), which passed the House on June 12th. The proposal targets unobligated balances at several federal agencies, including the Corporation for Public Broadcasting and the U.S. Agency for International Development. While transportation accounts were not explicitly named, future rescissions may target unspent or unobligated balances in discretionary grant programs, raising potential risks for transit, intercity rail, and electrification investments. Under the Congressional Budget and Impoundment Control Act, the Senate has until July 18th to act on the rescissions.

We will continue tracking any potential impacts to key discretionary programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, and the Low or No Emission (Low-No) Bus Program, especially if future rescissions or CR anomalies emerge. We are also monitoring for any additional guidance or reductions that could affect FY26 capital grants, earmarks, or contract authority tied to major projects.

Surface Transportation Reauthorization Update

In June, momentum around the next surface transportation reauthorization bill continued to build across both chambers of Congress. The House Transportation and Infrastructure Committee held a series of staff-level briefings and informal stakeholder meetings, with formal legislative hearings expected later this summer. Committee leadership—Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA)—have both emphasized the importance of passing a bipartisan bill well before IIJA expires in 2026, to provide states, metropolitan planning organizations, and local agencies with long-term budget certainty and project planning continuity.

Initial discussions in the House have focused on strengthening the Highway Trust Fund, streamlining project delivery, and reassessing the structure and equity of core formula programs such as the Surface Transportation Block Grant Program (STBG), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). In a June op-ed, Chairman Graves outlined a “back to basics” framework for reauthorization, emphasizing a renewed focus on highways, bridges, and traditional infrastructure assets. He called for commonsense permitting reform, more reliable long-term funding, and the need to supplement the gas tax by establishing user fees for electric and hybrid vehicles to help stabilize the Highway Trust Fund.

On the Senate side, the Environment and Public Works (EPW) Committee has begun conducting listening sessions with stakeholders and Senators to identify shared bipartisan priorities. Leading themes include improving resilience, advancing rural connectivity, addressing aging infrastructure, and preserving existing assets. EPW leadership has suggested that formal hearings could begin later this summer or early fall, with a goal of drafting reauthorization legislation in early 2026.

USDOT has remained actively engaged with both House and Senate staff, coordinating around lessons learned from IIJA implementation. In June, senior officials from the FHWA held a series of internal and external briefings focused on permitting streamlining, improving project delivery timelines, and expanding local agency access to federal transportation programs. These discussions align with OCTA's submitted reauthorization principles, particularly regarding the need to reduce federal administrative burdens and ensure reliable access to flexible formula funding. USDOT is also soliciting stakeholder feedback on how best to balance formula and discretionary programs moving forward, given the implementation challenges experienced over the past two years. Together, these developments mark a clear ramp-up toward a reauthorization process that will shape federal transportation investment for the next five years.

House T&I and Senate Commerce Committee Hearings

Subcommittee on Aviation – Hearing on Federal Aviation Administration (FAA) Reauthorization Act of 2024 Implementation (June 6)

The House Subcommittee on Aviation held a hearing entitled *“FAA Reauthorization Act of 2024: Stakeholder Perspectives on Implementation One Year Later.”* The hearing marked the one-year anniversary of the FAA Reauthorization Act of 2024 and focused on the implementation status of the law's more than 500 mandates.

Witness List included:

- Mr. Darren Pleasance, President & CEO, Aircraft Owners and Pilots Association
- Mr. Edward Bolen, President & CEO, National Business Aviation Association
- Mr. Michael Robbins, President & CEO, Association for Uncrewed Vehicle Systems International
- Captain Jody Reven, President, Southwest Airlines Pilots Association
- Ms. Sara Nelson, International President, Association of Flight Attendants-CWA, AFL-CIO

The hearing explored a range of issues, including aviation workforce shortages, project delivery delays at airports, and the integration of new technologies such as drones and advanced air mobility systems. Several witnesses emphasized the need for the FAA to expedite rulemakings and improve coordination with the USDOT to meet deadlines set in the law. Members also raised concerns about implementation delays for critical safety provisions and the need for sustained investment in regional and small airport infrastructure.

For OCTA, the hearing underscored the importance of timely implementation of intermodal infrastructure reforms, especially those impacting project delivery and federal coordination for regionally significant airport-adjacent or transit-connected projects in Southern California.

Subcommittee on Railroads, Pipelines, and Hazardous Materials – Hearing on Technology and Innovation in Rail (June 13)

The Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled “*America Builds: The Role of Innovation and Technology in a Safe and Efficient Rail System.*” The discussion focused on how advanced technologies can improve rail safety, system efficiency, and freight network competitiveness.

Witness List included:

- Mr. David Shannon, General Manager, RailPulse
- Mr. Brigham McCown, Chairman, Alliance for Innovation and Infrastructure
- Mr. Eric Gebhardt, EVP & CTO, Wabtec; on behalf of the Railway Supply Institute
- Mr. Tony Cardwell, President, Brotherhood of Maintenance of Way Employees Division, IBT

Subcommittee members and witnesses highlighted the outdated regulatory framework at the FRA, particularly the slow and opaque waiver process that discourages innovation. Testimony focused on enabling broader deployment of predictive maintenance systems, data-driven inspections, and train control technologies. Witnesses called for reforms to modernize FRA rules, encouraging safe and scalable innovation in both passenger and freight rail sectors.

This hearing is particularly relevant for OCTA given its role in operating and supporting regional rail service through Metrolink, including on the LOSSAN Corridor. Advances in rail safety technologies and regulatory flexibility are critical to ensuring continued investment in Southern California’s aging rail infrastructure and to delivering reliable inter-county service.

Senate Subcommittee on Surface Transportation – Hearing on Modernizing the U.S. Rail Network (June 18, 2025)

The Senate Commerce Committee’s Subcommittee on Surface Transportation, Freight, Pipelines, and Safety held a hearing entitled “*On the Right Track: Modernizing America’s Rail Network.*” The hearing was convened by Chairman Todd Young (R-IN) and focused on evaluating the current condition of the U.S. freight and passenger rail systems. The discussion emphasized regulatory and policy reforms that could support innovation, improve safety, and ensure the long-term viability of the national rail network, particularly in the context of the upcoming surface transportation reauthorization.

Witness List included:

- Mr. Ian Jefferies, President & CEO, Association of American Railroads
- Mr. Peter Gilbertson, President & CEO, Anacostia Rail Holdings Company, on behalf of the American Short Line and Regional Railroad Association
- Mr. Husein Cumber, Senior Advisor, Brightline Holdings
- Mr. Clarence Anthony, CEO and Executive Director, National League of Cities

Senators highlighted the economic and connectivity benefits of a modernized rail system. Chairman Young called for practical reforms to reduce regulatory burdens and promote innovation, especially for rural and mid-sized communities. Senator Ted Cruz (R-TX) emphasized the importance of freight rail for energy and agricultural supply chains, while also acknowledging the growing demand for intercity passenger rail and the role of private-sector innovation, citing Brightline as an example.

Witnesses addressed several key issues, including outdated regulatory structures at the FRA, challenges in accessing capital for infrastructure upgrades, and the need for a more predictable and performance-based federal grant process. Brightline's representative emphasized the need for a federal policy framework that supports private investment in intercity passenger rail, citing the company's successful expansion in Florida and proposed service in California.

For OCTA, this hearing reinforced the growing bipartisan recognition of the role rail plays in both freight and passenger mobility. Relevant to the discussion was the need for federal permitting reform, support for public-private partnerships, and investment predictability through programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and the Federal-State Partnership for Intercity Passenger Rail.

USDOT Moves to Reclaim \$4 Billion in California High-Speed Rail Grants

On June 4, 2025, the USDOT notified the California High-Speed Rail Authority (CHSRA) that it intends to cancel over \$4 billion in federal rail grants unless CHSRA can respond within 30 days to a series of noncompliance findings. The notice follows a FRA compliance report citing nine material issues, including missed procurement deadlines, a \$7 billion funding gap, delayed electrification plans, and unrealistic ridership projections.

Of the \$7 billion in total federal funding awarded to CHSRA, only \$2.8 billion has been spent to date. The remaining \$4.2 billion is either obligated or promised, including funds from the CRISI Program and the Federal-State Partnership for Intercity Passenger Rail (FSP).

The FRA's position is that CHSRA is in default under the FSP agreement due to its inability to deliver the Early Operating Segment (EOS) by the 2033 deadline. The department may also seek to cancel the remaining \$929 million in FY2010 funding—a move previously attempted under the Trump Administration before being reversed in a 2021 legal settlement.

Federal Agencies Signal Upcoming Changes to Energy Permitting Rules

Federal agencies—including the Departments of Energy and Interior—are preparing to issue interim final rules aimed at streamlining or reducing permitting requirements for energy-related projects. These rules are expected to take effect immediately without public comment, bypassing the standard rulemaking process.

While the full details have not been released, the effort appears to be part of the Administration's broader push to expedite project approvals across infrastructure and

energy sectors. However, the decision to use interim rules—typically reserved for emergencies—has raised legal and procedural concerns among stakeholders and environmental advocacy groups. Any changes to federal permitting could impact energy and infrastructure projects, including:


- Solar or energy efficiency upgrades
- Environmental review timelines for projects
- Utility coordination and regional clean energy initiatives

We will continue to closely monitor these developments, especially as interim rules may alter compliance requirements or project timelines.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board 
Subject: Agreements for Health Insurance Services

Finance and Administration Committee Meeting of July 23, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,
and Tettemer
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3649 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Kaiser Permanente Health Plan, Inc., on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Kaiser Permanente Health Plan, Inc. premium cost will vary in accordance with actual enrollment.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3650 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Anthem Blue Cross health maintenance organization premium costs will vary in accordance with actual enrollment.



- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3651 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for preferred provider organization medical services through December 31, 2026. The annual 2026 Anthem Blue Cross preferred provider organization premium costs will vary in accordance with actual enrollment.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C 5 3652 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost per employee basis, for a consumer driven health plan through December 31, 2026. The annual 2026 Anthem Blue Cross consumer driven health plan premium costs and health savings account expenses will vary in accordance with actual enrollment.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C 1 3670 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost per employee basis, for preferred provider organization dental services through December 31, 2026. The annual 2026 Delta Dental preferred provider organization premium costs will vary in accordance with actual enrollment.
- F. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C 1 2995 between the Orange County Transportation Authority and Delta Dental, on a cost per employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.
- G. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C 1 3672 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost per employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.



- H. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C 1 3671 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Vision Service Plan, on a cost per employee basis, for vision services through December 31, 2026. The annual 2026 vision services premium costs will vary in accordance with actual enrollment.
- I. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Purchase Order No. C 7 1897 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide life and accidental death and dismemberment insurance through December 31, 2026. The annual 2026 life and accidental death and dismemberment premium costs will vary in accordance with actual volume in the plan.
- J. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C 7 1898 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide supplemental life and accidental death and dismemberment insurance to employees at their own expense through December 31, 2026.
- K. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C 7 1899 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide short term and long term disability insurance through December 31, 2026. The annual 2026 short term and long term disability premium costs will vary in accordance with actual volume in the plan.
- L. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C 7 1900 between the Orange County Transportation Authority Public Risk Innovation, Solutions, and Management for Voya with ComPsych to provide employee leave administration through December 31, 2026.



July 23, 2025

To: Finance and Administration Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreements for Health Insurance Services

Overview

The Orange County Transportation Authority currently maintains agreements with various companies to provide medical, dental, vision, life, accidental death and dismemberment, disability, and supplemental life plans for administrative employees, Board Members, and employees represented by the Transportation Communications Union and by Teamsters Local 952. These agreements expire on December 31, 2025. Staff is presenting recommendations for medical, dental, vision, life, accidental death and dismemberment, disability, and supplemental life insurance, as well as leave administration for the calendar year 2026.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3649 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Kaiser Permanente Health Plan, Inc., on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Kaiser Permanente Health Plan, Inc. premium cost will vary in accordance with actual enrollment.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3650 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for prepaid medical services through December 31, 2026. The annual 2026 Anthem Blue Cross health maintenance organization premium costs will vary in accordance with actual enrollment.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3651 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for preferred provider organization medical services through December 31, 2026. The annual 2026 Anthem Blue Cross preferred provider organization premium costs will vary in accordance with actual enrollment.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3652 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Anthem Blue Cross, on a cost-per-employee basis, for a consumer-driven health plan through December 31, 2026. The annual 2026 Anthem Blue Cross consumer-driven health plan premium costs and health savings account expenses will vary in accordance with actual enrollment.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3670 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost-per-employee basis, for preferred provider organization dental services through December 31, 2026. The annual 2026 Delta Dental preferred provider organization premium costs will vary in accordance with actual enrollment.
- F. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-1-2995 between the Orange County Transportation Authority and Delta Dental, on a cost-per-employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.
- G. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3672 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Delta Dental, on a cost-per-employee basis, for health maintenance organization dental services through December 31, 2026. The annual 2026 Delta Dental health maintenance organization premium costs will vary in accordance with actual enrollment.

- H. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-1-3671 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Vision Service Plan, on a cost-per-employee basis, for vision services through December 31, 2026. The annual 2026 vision services premium costs will vary in accordance with actual enrollment.
- I. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Purchase Order No. C-7-1897 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide life and accidental death and dismemberment insurance through December 31, 2026. The annual 2026 life and accidental death and dismemberment premium costs will vary in accordance with actual volume in the plan.
- J. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1898 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide supplemental life and accidental death and dismemberment insurance to employees at their own expense through December 31, 2026.
- K. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1899 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya to provide short-term and long-term disability insurance through December 31, 2026. The annual 2026 short-term and long-term disability premium costs will vary in accordance with actual volume in the plan.
- L. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Purchase Order No. C-7-1900 between the Orange County Transportation Authority and Public Risk Innovation, Solutions, and Management for Voya with ComPsych to provide employee leave administration through December 31, 2026.

Background

Staff continues to focus on developing and implementing a long-term strategy to manage rising healthcare costs while offering competitive benefits that support employee retention and satisfaction. This strategy includes:

- 1) Equitable cost-sharing,
- 2) Utilization management,
- 3) Employee health and benefit program education, and
- 4) Health risk management initiatives.

Discussion

The Orange County Transportation Authority (OCTA) received proposals for medical and life insurance plans from Public Risk Innovation, Solutions, and Management (PRISM) and OCTA's broker, Alliant Insurance Services, for services effective January 1, 2026 through December 31, 2026.

The medical, dental, and vision plans offer a selection of coverage options with competitive rates and long-term value. The cost-sharing structure is consistent with market trends and designed to attract and retain top talent.

The consumer-driven health plan (CDHP) provided by Anthem Blue Cross (Anthem), along with a health savings account, support employee participation in their healthcare management and encourages employees to be connected to health-care dollars, thereby increasing use of generic drugs, reducing emergency visits, and increasing participation in wellness programs. Cost savings continue to increase as employees migrate to the CDHP plan, which costs approximately 26 percent less than the preferred provider organization (PPO) plan premium.

Staff recommends the following medical, dental, vision, life, accidental death and dismemberment, disability, administrative services for protected leaves, and supplemental life insurance for calendar year 2026.

Medical

Since 2015, the OCTA Board of Directors (Board) has approved contracting with PRISM for the most competitive pricing of medical insurances. OCTA's experience with PRISM for administrative employees, coach operators, facilities technicians, and parts clerks' health plans has resulted in competitive pricing below California market trends for nine of the last ten years. In 2023, OCTA experienced an 8.9 percent renewal increase as compared to market trends of ten percent increases for medical plans. In 2024, OCTA experienced a 12.3 percent renewal increase as compared to market trends of 15 percent increases for medical plans. In 2025, OCTA experienced a 4.8 percent renewal increase as compared to market trends of 12 percent increases for medical plans.

For the 2026 medical rate renewal, PRISM proposes a renewal increase of 14.1 percent for the Kaiser Permanente Health Plan, Inc. (Kaiser) and Anthem medical insurance plans. This renewal increase of 14.1 percent is within the average market trend of 16 percent increase for medical plans. The premium increase is mostly attributable to the significant increase in pharmaceutical claims due to utilization and the high-cost trend of prescription drugs. The annual cost trend for prescription drugs are at double-digit levels with new high-cost drugs entering the market and expanded usage for specialty drugs. Other contributing factors include higher than expected catastrophic claims exceeding \$1 million and increased medical costs from higher labor costs, clinical staffing shortages, and overall inflation on supply chain costs for hospitals and medical practices. The PRISM program will implement key initiatives at no added cost to insurance plan rates that should positively impact future pharmacy and chronic conditions, such as Digbi Health, Anthem Total Health Connections, and Navitus pharmacy manager.

The PRISM program offers the benefit of a risk-sharing pool, outperforming both trend and competitive alternatives with a ten-year annual rate of change of five percent. Staff recommends continuing to offer the PRISM Kaiser and Anthem health maintenance organization (HMO), PPO, and CDHP plans.

Dental

OCTA currently offers two choices of dental plans to its employees: a dental PPO plan and a dental HMO plan. Administrative employees, facilities technicians, parts clerks, and coach operators are offered a dental PPO plan with Delta Dental, contracted through PRISM. A rate increase of 2.2 percent is proposed for the dental PPO plan, based on utilization and service cost trends.

The dental HMO plan for administrative employees, facilities technicians, and parts clerks is with Delta Dental and contracted through PRISM. It has no proposed rate increases for 2026.

The dental HMO plan offered to coach operators is contracted directly with Delta Dental and proposed no rate increases for 2026.

Vision

The PRISM Vision Service Plan for vision insurance proposed no rate increases.

Life Insurance

OCTA provides eligible employees with life insurance, as well as accidental death and dismemberment insurance. For administrative employees, facilities technicians and parts clerks, the benefit amount is equal to two times the annual salary of the employee, to a maximum of \$500,000. This maximum amount offers less than the recommended two times the annual salary for approximately 26 administrative staff. Staff recommends increasing the insured maximum to \$650,000 for life insurance to offer 23 of the 26 administrative staff with two times the annual salary insurance benefit.

For coach operators, life insurance of \$25,000 is provided, as well as a \$5,000 spousal and \$500 child life insurance benefit. PRISM for Voya life insurance proposed no rate increases for coach operator life insurance benefit.

Supplemental Life Insurance

OCTA offers voluntary supplemental life insurance, as well as accidental death and dismemberment insurance to all eligible employees at their own expense. PRISM for Voya proposed no rate increases.

Disability Insurance

OCTA provides administrative employees with short-term disability and administrative employees, facilities technicians, and parts clerks with long-term disability insurance. A 67 percent wage replacement is provided while an employee is on an approved disability leave of absence. The insurance benefit paid is incremental to wage replacement paid by the California State Disability Insurance (SDI) program. Benefits paid through the SDI program are available to administrative employees, facilities technicians, parts clerks, coach operators, and maintenance employees.

The current insured weekly and monthly maximums offer less than the recommended 67 percent income protection for approximately 32 administrative staff. Staff recommends increasing insurance benefit maximums from \$2,800 to \$3,400 weekly for short-term disability and from \$12,500 to \$15,000 monthly to offer 19 of the 32 administrative staff with 67 percent income protection for approved disability leave of absence.

Protected Leave Management

PRISM for Voya provides protected leave administrative services to OCTA. No rate increases are proposed for 2026.

Fiscal Impact

Based on staff recommendations, the cost for health and life insurance benefits for the administrative employees, facilities technicians, parts clerks, and coach operators is projected to increase by approximately 13.1 percent on a calendar year-over-calendar year basis, compared to the previous calendar year.

The budgetary impact, however, spans two fiscal years. OCTA's Fiscal Year (FY) 2025-26 approved Budget includes funding for healthcare benefits with an assumed ten percent rate increase effective January 1, 2026.

Since the benefit renewals are on a calendar year basis, OCTA will address the second half of the calendar year 2026 costs, along with the other assumptions utilized in the budget, during the FY 2026-27 budgeting cycle.

Summary

Staff is recommending that the Board authorize the Chief Executive Officer to negotiate and execute amendments to the existing contracts with PRISM for medical, dental, and vision insurance, and with Delta Dental for dental insurance, as well as negotiate and execute amendments with PRISM for life, accidental death and dismemberment, short-term and long-term disability, and supplemental life and accidental death and dismemberment insurance, and protected leave management through December 31, 2026.

Attachments

- A. Public Risk Innovation, Solutions, and Management, Kaiser Permanente Health Plan, Inc., Agreement No. C-5-3649 Fact Sheet
- B. Public Risk Innovation, Solutions, and Management, Anthem Blue Cross Health Maintenance Organization, Agreement No. C-5-3650 Fact Sheet
- C. Public Risk Innovation, Solutions, and Management, Anthem Blue Cross Preferred Provider Organization, Agreement No. C-5-3651 Fact Sheet
- D. Public Risk Innovation, Solutions, and Management, Anthem Blue Cross Consumer Driven Health Plan, Agreement No. C-5-3652 Fact Sheet
- E. Public Risk Innovation, Solutions, and Management, Delta Dental Preferred Provider Organization, Agreement No. C-1-3670 Fact Sheet
- F. Delta Dental Health Maintenance Organization for Coach Operators, Agreement No. C-1-2995 Fact Sheet
- G. Public Risk Innovation, Solutions, and Management, Delta Dental Health Maintenance Organization, Agreement No. C-1-3672 Fact Sheet
- H. Public Risk Innovation, Solutions, and Management Vision Service Plan, Agreement No. C-1-3671 Fact Sheet

- I. Public Risk Innovation, Solutions, and Management, Voya, Purchase Order No. C-7-1897 Fact Sheet
- J. Public Risk Innovation, Solutions, and Management, Voya, Purchase Order No. C-7-1898 Fact Sheet
- K. Public Risk Innovation, Solutions, and Management, Voya, Purchase Order No. C-7-1899 Fact Sheet
- L. Public Risk Innovation, Solutions, and Management, Voya, Purchase Order No. C-7-1900 Fact Sheet
- M. Orange County Transportation Authority, Financial Overview, Effective January 1, 2026
- N. Orange County Transportation Authority, Monthly Rate Comparison – 2026 vs. 2025
- O. Orange County Transportation Authority, Administrative and TCU Monthly Employee Cost for 2026
- P. Orange County Transportation Authority, Coach Operators Monthly Employee Cost for 2026

Prepared by:



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Director, Contracts Administration and
Materials Management
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**Public Risk Innovation, Solutions, and Management
Kaiser Permanente Health Plan, Inc.
Agreement No. C-5-3649 Fact Sheet**

1. October 12, 2015, Agreement No. C-5-3649, \$2,520,000, approved by the Board of Directors (Board).
2. August 22, 2016, Amendment No. 1 to Agreement No. C-5-3649, \$2,500,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2017 through December 31, 2017.
3. August 28, 2017, Amendment No. 2 to Agreement No. C-5-3649, \$2,760,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2018 through December 31, 2018.
4. August 27, 2018, Amendment No. 3 to Agreement No. C-5-3649, \$11,986,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
5. August 26, 2019, Amendment No. 4 to Agreement No. C-5-3649, \$13,260,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
6. August 24, 2020, Amendment No. 5 to Agreement No. C-5-3649, \$13,112,500, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
7. August 23, 2021, Amendment No. 6 to Agreement No. C-5-3649, \$12,285,340, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.

8. August 22, 2022, Amendment No. 7 to Agreement No. C-5-3649, \$13,430,304, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
9. August 28, 2023, Amendment No. 8 to Agreement No. C-5-3649, \$15,003,156, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
10. August 26, 2024, Amendment No. 9 to Agreement No. C-5-3649, \$15,523,715, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
11. July 28, 2025, Amendment No. 10 to Agreement No. C-5-3649, \$17,226,696, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Kaiser Permanente Health Plan, Inc., Agreement No. C-5-3649, in the amount of \$119,607,711.

ATTACHMENT B

Public Risk Innovation, Solutions, and Management Anthem Blue Cross Health Maintenance Organization Agreement No. C-5-3650 Fact Sheet

1. October 12, 2015, Agreement No. C-5-3650, \$2,500,000, approved by the Board of Directors (Board).
2. August 22, 2016, Amendment No. 1 to Agreement No. C-5-3650, \$2,500,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2017 through December 31, 2017.
3. August 28, 2017, Amendment No. 2 to Agreement No. C-5-3650, \$2,100,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2018 through December 31, 2018.
4. August 27, 2018, Amendment No. 3 to Agreement No. C-5-3650, \$3,092,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
5. August 26, 2019, Amendment No. 4 to Agreement No. C-5-3650, \$2,350,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
6. August 24, 2020, Amendment No. 5 to Agreement No. C-5-3650, \$2,753,904, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
7. August 23, 2021, Amendment No. 6 to Agreement No. C-5-3650, \$2,669,360, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.

8. August 22, 2022, Amendment No. 7 to Agreement No. C-5-3650, \$2,906,976, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
9. August 28, 2023, Amendment No. 8 to Agreement No. C-5-3650, \$3,325,824, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
10. August 26, 2024, Amendment No. 9 to Agreement No. C-5-3650, \$3,859,728, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
11. July 28, 2025, Amendment No. 10 to Agreement No. C-5-3650, \$4,352,760, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions and Management for Anthem Blue Cross Health Maintenance Organization, Agreement No. C-5-3650, in the amount of \$32,410,552.

**Public Risk Innovation, Solutions, and Management
Anthem Blue Cross Preferred Provider Organization
Agreement No. C-5-3651 Fact Sheet**

1. October 12, 2015, Agreement No. C-5-3651, \$1,700,000, approved by the Board of Directors (Board).
2. August 22, 2016, Amendment No. 1 to Agreement No. C-5-3651, \$1,300,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2017 through December 31, 2017.
3. August 28, 2017, Amendment No. 2 to Agreement No. C-5-3651, \$1,035,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2018 through December 31, 2018.
4. August 27, 2018, Amendment No. 3 to Agreement No. C-5-3651, \$1,432,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
5. August 26, 2019, Amendment No. 4 to Agreement No. C-5-3651, \$1,600,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
6. August 24, 2020, Amendment No. 5 to Agreement No. C-5-3651, \$1,717,656, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
7. August 23, 2021, Amendment No. 6 to Agreement No. C-5-3651, \$1,677,565, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.

8. August 22, 2022, Amendment No. 7 to Agreement No. C-5-3651, \$2,136,240, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
9. August 28, 2023, Amendment No. 8 to Agreement No. C-5-3651, \$2,699,364, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
10. August 26, 2024, Amendment No. 9 to Agreement No. C-5-3651, \$3,415,728, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
11. July 28, 2025, Amendment No. 10 to Agreement No. C-5-3651, \$4,175,916, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions and Management for Anthem Blue Cross Preferred Provider Organization, Agreement No. C-5-3651, in the amount of \$22,889,469.

**Public Risk Innovation, Solutions, and Management
Anthem Blue Cross Consumer Driven Health Plan
Agreement No. C-5-3652 Fact Sheet**

1. October 12, 2015, Agreement No. C-5-3652, \$1,600,000, approved by the Board of Directors (Board).
2. August 22, 2016, Amendment No. 1 to Agreement No. C-5-3652, \$2,900,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2017 through December 31, 2017.
3. August 28, 2017, Amendment No. 2 to Agreement No. C-5-3652, \$2,160,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2018 through December 31, 2018.
4. August 27, 2018, Amendment No. 3 to Agreement No. C-5-3652, \$2,443,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
5. August 26, 2019, Amendment No. 4 to Agreement No. C-5-3652, \$2,420,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
6. August 24, 2020, Amendment No. 5 to Agreement No. C-5-3652, \$2,454,912, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
7. August 23, 2021, Amendment No. 6 to Agreement No. C-5-3652, \$2,367,132, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.

8. August 22, 2022, Amendment No. 7 to Agreement No. C-5-3652, \$2,678,748, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
9. August 28, 2023, Amendment No. 8 to Agreement No. C-5-3652, \$3,046,128, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
10. August 26, 2024, Amendment No. 9 to Agreement No. C-5-3652, \$3,172,164, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
11. July 28, 2025, Amendment No. 10 to Agreement No. C-5-3652, \$3,757,248, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions and Management for Anthem Blue Cross Consumer Driven Health Plan, Agreement No. C-5-3652, in the amount of \$28,999,332.

**Public Risk Innovation, Solutions, and Management
Delta Dental Preferred Provider Organization
Agreement No. C-1-3670 Fact Sheet**

1. August 23, 2021, Agreement No. C-1-3670, \$1,266,010, approved by the Board of Directors (Board).
2. August 22, 2022, Amendment No. 1 to Agreement No. C-1-3670, \$1,246,564, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
3. August 28, 2023, Amendment No. 2 to Agreement No. C-1-3670, \$1,246,564, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
4. August 26, 2024, Amendment No. 3 to Agreement No. C-1-3670, \$1,234,662, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
5. July 28, 2025, Amendment No. 4 to Agreement No. C-1-3670, \$1,293,336, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Delta Dental Preferred Provider Organization, Agreement No. C-1-3670, in the amount of \$6,287,136.

**Delta Dental Health Maintenance Organization for Coach Operators
Agreement No. C-1-2995 Fact Sheet**

1. October 7, 2011, Agreement No. C-1-2995, \$18,000, approved by the Board of Directors (Board).
2. October 22, 2012, Amendment No. 1 to Agreement No. C-1-2995, \$18,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2013 through December 31, 2013.
3. October 11, 2013, Amendment No. 2 to Agreement No. C-1-2995, \$15,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2014 through December 31, 2014.
4. October 13, 2014, Amendment No. 3 to Agreement No. C-1-2995, \$19,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2015 through December 31, 2015.
5. October 12, 2015, Amendment No. 4 to Agreement No. C-1-2995, \$19,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2016 through December 31, 2016.
6. August 22, 2016, Amendment No. 5 to Agreement No. C-1-2995, \$16,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2017 through December 31, 2017.
7. August 28, 2017, Amendment No. 6 to Agreement No. C-1-2995, \$15,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2018 through December 31, 2018.
8. April 23, 2018, Amendment No. 7 to Agreement No. C-1-2995, \$60,963, approved by the Board.

- To provide dental services to include the coach operators beginning July 1, 2018 through December 31, 2018.
9. August 27, 2018, Amendment No. 8 to Agreement No. C-1-2995, \$51,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
 10. August 26, 2019, Amendment No. 9 to Agreement No. C-1-2995, \$54,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
 11. August 24, 2020, Amendment No. 10 to Agreement No. C-1-2995, \$57,069, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
 12. August 23, 2021, Amendment No. 11 to Agreement No. C-1-2995, \$51,722, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.
 13. August 22, 2022, Amendment No. 12 to Agreement No. C-1-2995, \$50,388, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
 14. August 28, 2023, Amendment No. 13 to Agreement No. C-1-2995, \$46,283 approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
 15. August 26, 2024, Amendment No. 14 to Agreement No. C-1-2995, \$38,814, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.

16. July 28, 2025, Amendment No. 15 to Agreement No. C-1-2995, \$38,814, pending approval by the Board.

- To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Delta Dental Health Maintenance Organization for coach operators, Agreement No. C-1-2995, in the amount of \$569,053.

**Public Risk Innovation, Solutions, and Management
Delta Dental Health Maintenance Organization
Agreement No. C-1-3672 Fact Sheet**

1. August 23, 2021, Agreement No. C-1-3672, \$18,960, approved by the Board of Directors (Board).
2. August 22, 2022, Amendment No. 1 to Agreement No. C-1-3672, \$21,511, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
3. August 28, 2023, Amendment No. 2 to Agreement No. C-1-3672, \$28,786, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
4. August 26, 2024, Amendment No. 3 to Agreement No. C-1-3672, \$24,692, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
5. July 28, 2025, Amendment No. 4 to Agreement No. C-1-3672, \$26,294, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Delta Dental Health Maintenance Organization, Agreement No. C-1-3672, in the amount of \$120,243.

**Public Risk Innovation, Solutions, and Management
Vision Service Plan
Agreement No. C-1-3671 Fact Sheet**

1. August 23, 2021, Agreement No. C-1-3671, \$248,562, approved by the Board of Directors (Board).
2. August 22, 2022, Amendment No. 1 to Agreement No. C-1-3671, \$313,057, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
3. August 28, 2023, Amendment No. 2 to Agreement No. C-1-3671, \$333,816, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
4. August 26, 2024, Amendment No. 3 to Agreement No. C-1-3671, \$310,242, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
5. July 28, 2025, Amendment No. 4 to Agreement No. C-1-3671, \$324,955, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Vision Service Plan, Agreement No. C-1-3671, in the amount of \$1,530,632.

**Public Risk Innovation, Solutions, and Management
Voya
Purchase Order No. C-7-1897 Fact Sheet**

1. August 28, 2017, Purchase Order No. C-7-1897, \$155,000, approved by the Board of Directors (Board).
 - Agreement to provide life and accidental death and dismemberment insurance.
 - Term of the agreement is effective January 1, 2018 through December 31, 2018.
2. April 23, 2018, Amendment No. 1 to Purchase Order No. C-7-1897, \$40,983, approved by the Board.
 - To provide life and accidental death and dismemberment insurance to include the coach operators beginning July 1, 2018 through December 31, 2018.
3. August 27, 2018, Amendment No. 2 to Purchase Order No. C-7-1897, \$232,203, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
4. August 26, 2019, Amendment No. 3 to Purchase Order No. C-7-1897, \$240,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
5. August 24, 2020, Amendment No. 4 to Purchase Order No. C-7-1897, \$264,242, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
6. August 23, 2021, Amendment No. 5 to Purchase Order No. C-7-1897, \$262,170, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.

7. August 22, 2022, Amendment No. 6 to Purchase Order No. C-7-1897, \$272,250, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.
8. August 28, 2023, Amendment No. 7 to Purchase Order No. C-7-1897, \$269,084, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
9. August 26, 2024, Amendment No. 8 to Purchase Order No. C-7-1897, \$268,768, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
10. July 28, 2025, Amendment No. 9 to Purchase Order No. C-7-1897, \$275,704, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Voya, Purchase Order No. C-7-1897, in the amount of \$2,280,404.

**Public Risk Innovation, Solutions, and Management
Voya
Purchase Order No. C-7-1898 Fact Sheet**

1. August 28, 2017, Purchase Order No. C-7-1898, \$0.00, approved by the Board of Directors (Board).
 - Agreement to provide supplemental life insurance to employees at their own expense.
 - Term of the agreement is effective January 1, 2018 through December 31, 2018.
2. August 27, 2018, Amendment No. 1 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
3. August 26, 2019, Amendment No. 2 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
4. August 24, 2020, Amendment No. 3 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
5. August 23, 2021, Amendment No. 4 to Purchase Order No. C-7-1898, \$0.00, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.
6. August 22, 2022, Amendment No. 5 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.

7. August 28, 2023, Amendment No. 6 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
8. August 26, 2024, Amendment No. 7 to Purchase Order No. C-7-1898, \$0.00, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
9. July 28, 2025, Amendment No. 8 to Purchase Order No. C-7-1898, \$0.00, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Voya, Purchase Order No. C-7-1898, in the amount of \$0.00.

**Public Risk Innovation, Solutions, and Management
Voya
Purchase Order No. C-7-1899 Fact Sheet**

1. August 28, 2017, Purchase Order No. C-7-1899, \$130,000, approved by the Board of Directors (Board).
 - Agreement to provide short-term and long-term disability insurance.
 - Term of the agreement is effective January 1, 2018 through December 31, 2018.
2. August 27, 2018, Amendment No. 1 to Purchase Order No. C-7-1899, \$130,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
3. August 26, 2019, Amendment No. 2 to Purchase Order No. C-7-1899, \$167,000, approved by the Board.
 - To continue services through December 31, 2019 and extend contract for period January 1, 2020 through December 31, 2020.
4. August 24, 2020, Amendment No. 3 to Purchase Order No. C-7-1899, \$160,631, approved by the Board.
 - To continue services through December 31, 2020 and extend contract for period January 1, 2021 through December 31, 2021.
5. August 23, 2021, Amendment No. 4 to Purchase Order No. C-7-1899, \$180,418, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.
6. August 22, 2022, Amendment No. 5 to Purchase Order No. C-7-1899, \$179,382, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.

7. August 28, 2023, Amendment No. 6 to Purchase Order No. C-7-1899, \$171,719, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
8. August 26, 2024, Amendment No. 7 to Purchase Order No. C-7-1899, \$167,920, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
9. July 28, 2025, Amendment No. 8 to Purchase Order No. C-7-1899, \$190,578, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Voya, Purchase Order No. C-7-1899, in the amount of \$1,477,648.

**Public Risk Innovation, Solutions, and Management
Voya
Purchase Order No. C-7-1900 Fact Sheet**

1. August 28, 2017, Purchase Order No. C-7-1900, \$26,000, approved by the Board of Directors (Board).
 - Agreement to provide employee leave administration.
 - Term of the agreement is effective January 1, 2018 through December 31, 2018.
2. August 27, 2018, Amendment No. 1 to Purchase Order No. C-7-1900, \$26,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2019 through December 31, 2019.
3. August 26, 2019, Amendment No. 2 to Purchase Order No. C-7-1900, \$30,000, approved by the Board.
 - To continue services and extend contract for period January 1, 2020 through December 31, 2020.
4. August 24, 2020, Amendment No. 3 to Purchase Order No. C-7-1900, \$24,388, approved by the Board.
 - To continue services and extend contract for period January 1, 2021 through December 31, 2021.
5. August 23, 2021, Amendment No. 4 to Purchase Order No. C-7-1900, \$27,234, approved by the Board.
 - To continue services and extend contract for period January 1, 2022 through December 31, 2022.
6. August 22, 2022, Amendment No. 5 to Purchase Order No. C-7-1900, \$27,234, approved by the Board.
 - To continue services and extend contract for period January 1, 2023 through December 31, 2023.

7. August 28, 2023, Amendment No. 6 to Purchase Order No. C-7-1900, \$27,234, approved by the Board.
 - To continue services and extend contract for period January 1, 2024 through December 31, 2024.
8. August 26, 2024, Amendment No. 7 to Purchase Order No. C-7-1900, \$27,234, approved by the Board.
 - To continue services and extend contract for period January 1, 2025 through December 31, 2025.
9. July 28, 2025, Amendment No. 8 to Purchase Order No. C-7-1900, \$25,032, pending approval by the Board.
 - To continue services and extend contract for period January 1, 2026 through December 31, 2026.

Total committed to Public Risk Innovation, Solutions, and Management for Voya, Purchase Order No. C-7-1900, in the amount of \$240,356.

ORANGE COUNTY TRANSPORTATION AUTHORITY

FINANCIAL OVERVIEW

Effective January 1, 2026

Plan/Coverage		Current Annual Cost	Renewal Annual Cost	% Δ
MEDICAL	EEs			
PRISM-Kaiser Admin/TCU HMO	190	\$3,863,784	\$4,407,432	14.1%
PRISM-Kaiser Coach Operators HMO	550	\$11,238,972	\$12,819,264	14.1%
PRISM-Anthem HMO Admin/TCU	110	\$2,498,472	\$2,849,904	14.1%
PRISM-Anthem HMO Coach Operators	55	\$1,317,516	\$1,502,856	14.1%
PRISM-Anthem PPO Admin/TCU	74	\$1,973,760	\$2,251,464	14.1%
PRISM-Anthem PPO Coach Operators	69	\$1,687,008	\$1,924,452	14.1%
PRISM-Anthem CDHP Admin/TCU	152	\$3,293,952	\$3,757,248	14.1%
DENTAL				
PRISM-Delta Admin/TCU DHMO	60	\$26,294	\$26,294	0.0%
Direct-Delta Coach Operators DHMO	114	\$38,814	\$38,814	0.0%
PRISM-Delta Admin/TCU DPPO	474	\$684,104	\$699,460	2.2%
PRISM-Delta Coach Operators DPPO	535	\$580,900	\$593,876	2.2%
VISION				
PRISM-VSP Base Vision Plan Admin/TCU	400	\$156,679	\$156,679	0.0%
PRISM-VSP Buy-up Vision Admin/TCU (cost neutral)	140	\$70,584	\$70,584	0.0%
PRISM-VSP Vision Coach Operators	625	\$97,692	\$97,692	0.0%
BASIC LIFE/AD&D				
PRISM-Voya Life/AD&D Admin/TCU	574	\$196,215	\$198,250	1.0%
PRISM-Voya Life/AD&D Coach Operators	674	\$77,454	\$77,454	0.0%
SHORT TERM DISABILITY				
PRISM-Voya Short Term Disability Admin	518	\$32,523	\$35,254	8.4%
LONG TERM DISABILITY				
PRISM-Voya Long Term Disability Admin/TCU	556	\$145,624	\$155,324	6.7%
FMLA Leave Administration				
Voya	1400	\$25,032	\$25,032	0.0%
TOTAL ANNUAL PREMIUM		\$28,005,381	\$31,687,334	
ANNUAL DOLLAR CHANGE			\$3,681,953	
ANNUAL PERCENT CHANGE			13.1%	

AD&D – Accidental Death and Dismemberment

EEs - Employees

CDHP - Consumer Driven Health Plan

DHMO - Dental Health Maintenance Organization

HMO - Health Maintenance Organization

PPO - Preferred Provider Organization

PRISM - Public Risk Innovation, Solutions, and Management

TCU - Transportation Communications International Union

VSP - Vision Service Plan

Orange County Transportation Authority

Monthly Rate Comparison - 2026 vs. 2025

PLAN	COVERAGE	CURRENT	RENEWAL	\$ CHANGE
(PRISM) Kaiser HMO - Coach Operators	Employee	\$817.00	\$932.00	\$115.00
	Employee + one	\$1,615.00	\$1,842.00	\$227.00
	Employee + family	\$2,276.00	\$2,596.00	\$320.00
(PRISM) Kaiser HMO - Admin/TCU	Employee	\$825.00	\$941.00	\$116.00
	Employee + one	\$1,732.00	\$1,976.00	\$244.00
	Employee + family	\$2,474.00	\$2,822.00	\$348.00
(PRISM) Anthem HMO	Employee	\$889.00	\$1,014.00	\$125.00
	Employee + one	\$1,867.00	\$2,130.00	\$263.00
	Employee + family	\$2,667.00	\$3,042.00	\$375.00
(PRISM) Anthem PPO	Employee	\$1,122.00	\$1,280.00	\$158.00
	Employee + one	\$2,356.00	\$2,687.00	\$331.00
	Employee + family	\$3,366.00	\$3,840.00	\$474.00
(PRISM) Anthem CDHP PPO	Employee	\$825.00	\$941.00	\$116.00
	Employee + one	\$1,733.00	\$1,977.00	\$244.00
	Employee + family	\$2,475.00	\$2,823.00	\$348.00
(PRISM) DeltaCare DHMO - Admin/TCU	Employee	\$16.80	\$16.80	\$0.00
	Employee + one	\$29.90	\$29.90	\$0.00
	Employee + family	\$43.80	\$43.80	\$0.00
(PRISM) Delta PPO - Admin/TCU	Employee	\$57.90	\$59.20	\$1.30
	Employee + one	\$122.40	\$125.10	\$2.70
	Employee + family	\$163.80	\$167.50	\$3.70
DeltaCare DHMO - Coach Operators	Employee	\$14.43	\$14.43	\$0.00
	Employee + one	\$27.54	\$27.54	\$0.00
	Employee + family	\$42.91	\$42.91	\$0.00
(PRISM) Delta PPO - Coach Operators	Employee	\$45.00	\$46.00	\$1.00
	Employee + one	\$80.50	\$82.30	\$1.80
	Employee + family	\$129.70	\$132.60	\$2.90
(PRISM) VSP - Admin/TCU	Employee	\$17.15	\$17.15	\$0.00
	Employee + one	\$31.97	\$31.97	\$0.00
	Employee + family	\$45.31	\$45.31	\$0.00
(PRISM) VSP Buy-Up Option - Admin/TCU	Employee	\$22.10	\$22.10	\$0.00
	Employee + one	\$41.86	\$41.86	\$0.00
	Employee + family	\$59.79	\$59.79	\$0.00
(PRISM) VSP - Coach Operators	Employee	\$6.70	\$6.70	\$0.00
	Employee + one	\$12.00	\$12.00	\$0.00
	Employee + family	\$19.32	\$19.32	\$0.00

CDHP - Consumer Driven Health Plan
DHMO - Dental Health Maintenance Organization
HMO - Health Maintenance Organization

PPO - Preferred Provider Organization
PRISM - Public Risk Innovation, Solutions, and Management

TCU - Transportation Communications International Union
VSP - Vision Service Plan

Orange County Transportation Authority Administrative and TCU Monthly Employee Cost for 2026

PLAN	COVERAGE	COST SHARE %	MONTHLY COST
(PRISM) Kaiser HMO	Employee	5%	\$47.06
	Employee + one	5%	\$98.80
	Employee + family	5%	\$141.09
(PRISM) Anthem HMO	Employee	5%	\$50.70
	Employee + one	5%	\$106.49
	Employee + family	5%	\$152.10
(PRISM) Anthem PPO	Employee	7.5%	\$96.01
	Employee + one	10%	\$268.71
	Employee + family	10%	\$384.00
(PRISM) Anthem CDHP PPO	Employee	5%	\$47.06
	Employee + one	5%	\$98.84
	Employee + family	5%	\$141.16
(PRISM) DeltaCare DHMO	Employee	5%	\$0.85
	Employee + one	5%	\$1.50
	Employee + family	5%	\$2.19
(PRISM) Delta PPO	Employee	5%	\$2.97
	Employee + one	5%	\$6.26
	Employee + family	5%	\$8.39
(PRISM) VSP	Employee	0%	\$0.00
	Employee + one	0%	\$0.00
	Employee + family	0%	\$0.00
(PRISM) VSP Buy-Up Option	Employee	0% + Buy-up	\$4.95
	Employee + one	0% + Buy-up	\$9.89
	Employee + family	0% + Buy-up	\$14.48

CDHP - Consumer Driven Health Plan

DHMO - Dental Health Maintenance Organization

HMO - Health Maintenance Organization

PPO - Preferred Provider Organization

PRISM - Public Risk Innovation, Solutions, and Management

TCU - Transportation Communications International Union

VSP - Vision Service Plan

Orange County Transportation Authority Coach Operators Monthly Employee Cost for 2026

PLAN	COVERAGE	COST SHARE %	2026 MONTHLY COST*
(PRISM) Kaiser - HMO	Employee	5%	\$46.61
	Employee + one	7%	\$128.94
	Employee + family	10%	\$259.61
(PRISM) Anthem HMO	Employee	5%	\$50.70
	Employee + one	7%	\$149.11
	Employee + family	10%	\$304.20
(PRISM) Anthem PPO	Employee	5%	\$64.00
	Employee + one	7%	\$188.09
	Employee + family	10%	\$384.00
DeltaCare DHMO	Employee	5%	\$0.72
	Employee + one	7%	\$1.93
	Employee + family	10%	\$4.29
(PRISM) Delta PPO	Employee	5%	\$2.30
	Employee + one	7%	\$5.76
	Employee + family	10%	\$13.26
(PRISM) VSP	Employee	5%	\$0.33
	Employee + one	7%	\$0.85
	Employee + family	10%	\$1.93

*Note: Cost share is in agreement with Teamsters Local 952 Union Collective Bargaining Agreement as negotiated.

DHMO - Dental Health Maintenance Organization

HMO - Health Maintenance Organization

PPO - Preferred Provider Organization

PRISM - Public Risk Innovation, Solutions, and Management

VSP - Vision Service Plan

Agreements for Health Insurance Services for Calendar Year 2026

Background



PRISM Overview:

- Joined Public Risk Innovation Solutions and Management (PRISM) medical purchasing program in 2015
 - Shared risk with members where rates are renewed as a single pool
 - Pool is offered to counties, cities, and special districts



Goal: Provide cost-sharing structure, manage utilization, educate employees to be better healthcare consumers, and implement a health risk management program



Plan Participants:

- Administrative Employees
- Parts Clerks and Facility Technicians represented by the TCU/IAM-AW*
- Coach Operators represented by Teamsters Local 952

**TCU/IAM-AW – Transportation Communications Union/International Association of Machinists and Aerospace Workers*

Current Plan Offerings

Plans through PRISM:

- Medical Insurance (Anthem HMO, PPO and CDHP, and Kaiser)
- Dental Insurance (Delta Dental HMO and PPO)
- Vision Insurance (VSP Choice)
- Life Insurance (Voya)
- Accidental Death and Dismemberment Insurances (Voya)
- Short-Term and Long-Term Disability Insurance (Voya)
- Employee Protected Leave Administration (Voya)

Plan outside of PRISM Pool:

- Dental Insurance (Delta Dental HMO for Coach Operators)

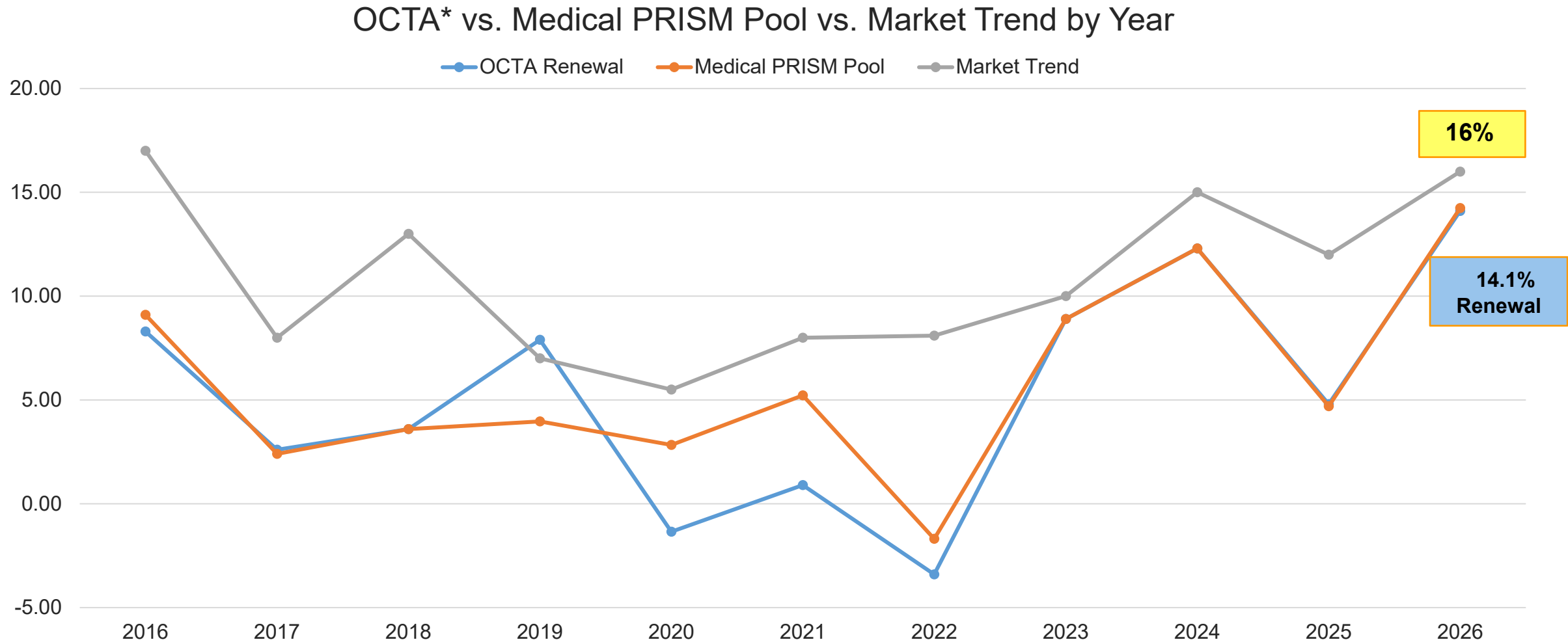
CDHP – Consumer Driven Health Plan

HMO – Health Maintenance Organization

PPO – Preferred Provider Organization

VSP – Vision Services Plan

OCTA Medical Plan Renewal Trends



*OCTA – Orange County Transportation Authority

2026 Renewal Rate Changes

2026 medical renewals are based on the most recent 12 months of actual claim data (March 2024 through February 2025)



Higher number of catastrophic claims that exceeded \$1M.



High-cost specialty pharmaceutical drugs and greater usage.



Higher supply chain costs on supplies, equipment, and therapies.



Increased labor costs.

Financial Summary

ORANGE COUNTY TRANSPORTATION AUTHORITY				
FINANCIAL OVERVIEW				
Effective January 1, 2026				
Plan/Coverage		Current Annual Cost	Renewal Annual Cost	% Δ
MEDICAL	EEs			
PRISM-Kaiser Admin/TCU HMO	190	\$3,863,784	\$4,407,432	14.1%
PRISM-Kaiser Coach Operators HMO	550	\$11,238,972	\$12,819,264	14.1%
PRISM-Anthem HMO Admin/TCU	110	\$2,498,472	\$2,849,904	14.1%
PRISM-Anthem HMO Coach Operators	55	\$1,317,516	\$1,502,856	14.1%
PRISM-Anthem PPO Admin/TCU	74	\$1,973,760	\$2,251,464	14.1%
PRISM-Anthem PPO Coach Operators	69	\$1,687,008	\$1,924,452	14.1%
PRISM-Anthem CDHP Admin/TCU	152	\$3,293,952	\$3,757,248	14.1%
DENTAL				
PRISM-Delta Admin/TCU DHMO	60	\$26,294	\$26,294	0.0%
Direct-Delta Coach Operators DHMO	114	\$38,814	\$38,814	0.0%
PRISM-Delta Admin/TCU DPPO	474	\$684,104	\$699,460	2.2%
PRISM-Delta Coach Operators DPPO	535	\$580,900	\$593,876	2.2%
VISION				
PRISM-VSP Base Vision Plan Admin/TCU	400	\$156,679	\$156,679	0.0%
PRISM-VSP Buy-up Vision Admin/TCU (cost neutral)	140	\$70,584	\$70,584	0.0%
PRISM-VSP Vision Coach Operators	625	\$97,692	\$97,692	0.0%
BASIC LIFE/AD&D				
PRISM-Voya Life/AD&D Admin/TCU	574	\$196,215	\$198,250	1.0%
PRISM-Voya Life/AD&D Coach Operators	674	\$77,454	\$77,454	0.0%
SHORT TERM DISABILITY				
PRISM-Voya Short Term Disability Admin	518	\$32,523	\$35,254	8.4%
LONG TERM DISABILITY				
PRISM-Voya Long Term Disability Admin/TCU	556	\$145,624	\$155,324	6.7%
FMLA Leave Administration				
Voya	1400	\$25,032	\$25,032	0.0%
TOTAL ANNUAL PREMIUM		\$28,005,381	\$31,687,334	
ANNUAL DOLLAR CHANGE			\$3,681,953	
ANNUAL PERCENT CHANGE			13.1%	

Recommendations



Remain in PRISM to continue benefiting from lower-than-market renewal rates.



Execute agreements to continue medical, dental, vision, life, accidental death and dismemberment, and short-term and long-term disability insurances and employee protected leave administration with PRISM through December 31, 2026.



Execute agreement to continue dental HMO insurance with Delta Dental for Coach Operators through December 31, 2026.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors

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

Subject: Amendment to Agreement for the Ticket Vending Machine System for the OC Streetcar

Transit Committee Meeting of July 10, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Janet Nguyen, and Sarmiento

Absent: Directors Leon and Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Director Janet Nguyen abstained from voting on this item.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3279 between the Orange County Transportation Authority and INIT Innovations in Transportation, Inc., in the amount of \$373,743, to support hosting, software, and equipment maintenance based on the updated project schedule for the ticket vending machine system. This will increase the maximum cumulative payment obligation to a total contract value of \$2,660,082.



July 10, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Ticket Vending Machine System for the OC Streetcar

Overview

On May 23, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with INIT Innovations in Transportation, Inc. to develop, install, and implement the OC Streetcar ticket vending machine system. On February 24, 2025, the Board of Directors approved updates to the OC Streetcar project schedule and capital systems. To align with the updated schedule and ensure the ticket vending machine system meets the updated project scope and added functionality, a contract amendment with INIT Innovations in Transportation, Inc. is required. This amendment will adjust deliverables, operations, and support services in accordance with the updated implementation plan.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3279 between the Orange County Transportation Authority and INIT Innovations in Transportation, Inc., in the amount of \$373,743, to support hosting, software, and equipment maintenance based on the updated project schedule for the ticket vending machine system. This will increase the maximum cumulative payment obligation to a total contract value of \$2,660,082.

Discussion

An amendment to Agreement No. C-1-3279 with INIT Innovations in Transportation, Inc. (INIT) is required to increase the maximum obligation to cover ongoing monthly costs related to project delays, as well as to fund added functionality to the ticket vending machines (TVM). A total of 28 TVMs, including two spares, are planned for installation across 16 platforms at ten stations. Due to changes in construction timelines, the machines cannot be deployed as originally

scheduled and must instead be stored and maintained off-site. As a result, the Orange County Transportation Authority (OCTA) will incur monthly charges for storage, maintenance, and extended warranties. These costs are expected to continue through January 2026.

To protect the equipment and keep it ready for future deployment, the 28 machines must be kept in secure, climate-controlled storage. This involves monthly warehousing fees that help prevent damage, wear, or theft. In addition, support systems, such as software hosting and security, must continue operating each month to ensure the machines remain up-to-date and ready for installation. Keeping these systems active helps avoid further delays or rework when the project resumes.

Software and hardware warranties must also be extended monthly to ensure that support and repairs remain available during the extended project timeline. These warranties help OCTA avoid unexpected costs if issues arise with the equipment or system.

This amendment also adds a new feature to the project. Riders will be able to use the TVMs to purchase and reload passes directly onto their Wave cards. This improvement will make it easier for customers to manage their fare payments and supports OCTA's broader goals for a more convenient and flexible fare system. Each transaction will be recorded and shared with the central system to keep all account information accurate and current.

Summary of key impacts:

- Monthly costs for storage, maintenance, and extended warranties through December 2026
- Ongoing monthly support for system hosting and security during the delay
- New feature allowing bus pass purchases and reloads to Wave cards at TVMs
- Increase to the maximum contract obligation with INIT

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. On May 23, 2022, the Board approved the award of the agreement with INIT for development, installation, and implementation of the OC Streetcar TVM system. The original agreement was awarded on a competitive basis and includes a five-year initial term in the amount of

\$2,107,765 and one, five-year option term. The agreement has been previously amended as described in Attachment A.

The proposed Amendment No. 2 is for additional support, hosting, software, and equipment maintenance required to align with the revised operations period, which has been extended due to adjustments in the project timeline and implementation plan. The increase of \$373,743 is based on the extended duration of services and additional level of effort necessary to continue support through the updated schedule consistent with current and past contract pricing, as well as market rates. Amending this agreement will bring the total contract value to \$2,660,082.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0051-TS010-Z56-9017.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3279 with INIT Innovations in Transportation, Inc., in the amount of \$373,743, to support hosting, software, and equipment maintenance based on the updated project schedule, bringing the total contract amount to \$2,660,082.

Attachment

- A. INIT Innovation in Transportation, Inc., Agreement No. C-1-3279 Fact Sheet

Prepared by:



Isaac Herrera
Section Manager II,
Revenue and Grant Administration
714-560-5870

Approved by:



Andrew Oftelie
Chief Financial Officer,
Finance and Administration
714-560-5649



Pia Veasapen
Director
Contracts Administration and
Materials Management
714-560-5619

**INIT Innovations in Transportation, Inc.
Agreement No. C-1-3279
Fact Sheet**

1. May 23, 2022, Agreement No. C-1-3279, \$2,107,765, approved by the Board of Directors (Board).
 - Agreement for the development, installation, and implementation of the OC Streetcar ticket vending machines (TVM) system.
 - Five-year initial term effective through June 30, 2027, with one, five-year option term.
2. January 1, 2025, Amendment No. 1 to Agreement No. C-1-3279, \$178,574, approved by the Contracts Administration and Materials Management Department.
 - Amendment to revise the scope of work to add additional features to the TVM system.
3. July 14, 2025, Amendment No. 2 to Agreement No. C-1-3279, \$373,743, pending approval by the Board.
 - Amendment for support hosting, software, new system feature and equipment maintenance over revised operations period.


Total committed to INIT Innovations in Transportation, Inc., Agreement No. C-1-3279: \$2,660,082.



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board 

Subject: Consultant Selection for Preparation of Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Finance and Administration Committee Meeting of July 23, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento, and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Approve the selection of Stantec Architecture Inc., as the firm for preparation of plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2654 between the Orange County Transportation Authority and Stantec Architecture Inc. for the preparation of plans, specifications, and estimates for improvements to Orange County Transportation Authority headquarters property.



July 23, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Preparation of Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Overview

On January 13, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals for consultant services for the preparation of plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of Stantec Architecture Inc., as the firm for preparation of plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2654 between the Orange County Transportation Authority and Stantec Architecture Inc. for the preparation of plans, specifications, and estimates for improvements to Orange County Transportation Authority headquarters property.

Background

On August 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the purchase of the property located at 2677 North Main Street, Santa Ana (new headquarters) to serve as the new headquarters property for OCTA. The acquisition plan presented to the Board for the purchase of the property also included the need to make improvements within the office tower and to construct a new boardroom/conference room facility.

OCTA closed escrow on the purchase of the new headquarters property on October 25, 2024. In order to meet the business needs of OCTA, improvements will need to be made within the existing office tower, which will house OCTA's administrative staff and tenants, and a new boardroom/conference room facility will be constructed, which will house OCTA's Board and committee meetings, as well as serve as the conference center for OCTA's administrative staff.

Discussion

During the acquisition process of the property, OCTA utilized consulting services to develop high-level floor plan layouts for the office tower, as well as a high-level site plan for the boardroom/conference room facility. Consultant services are necessary to complete the final design for both improvements to the office tower, as well as to construct the boardroom/conference room facility. The timeline to complete final design for the improvements is approximately six to 12 months.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On January 13, 2025, the Board authorized the release of Request for Proposals (RFP) 4-2654 which was issued electronically on CAMMNET. The RFP was advertised in a newspaper of general circulation on January 13 and January 20, 2025. A pre-proposal conference was held on January 23, 2025, with seven attendees representing three firms. Eight addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

**Consultant Selection for Preparation of Plans, Specifications, Page 3
and Estimates for Improvements to Orange County
Transportation Authority Headquarters Property**

On March 17, 2025, five proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Finance and Administration, General Services, Facilities Engineering, Project Controls and Security and Emergency Preparedness departments met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the criteria and weightings. Qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience in performing relevant work of similar scope, size, and complexity, which are important to the success of the project. Staffing and project organization was weighted at 40 percent as the qualifications of the project manager and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. Work plan was equally weighted at 40 percent as the technical approach to the project is critical to the successful performance of the project. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws.

The evaluation committee reviewed the five proposals received based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

GHD, Inc. (GHD)
Headquarters: Sydney Australia
Project Office: Tustin, California

Stantec Architecture Inc. (Stantec)
Headquarters: Washington, DC
Project Office: Los Angeles, California

On June 10, 2025, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to the evaluation committee's questions. Each firm highlighted its staffing plan, work plan, and

perceived project challenges. The firms were asked general questions regarding their approach to the requirements of the scope of work (SOW), management of the project, coordination with various agencies, experiences with similar projects, and solutions for achieving the project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends Stantec as the top-ranked firm for the preparation of plans, specifications, and estimates services for the project. Stantec ranked the highest among the proposing firms because it submitted a comprehensive proposal that was responsive to the requirements of the RFP, proposed a highly qualified and experienced team of key personnel, and presented a work plan demonstrating a thorough understanding of the overall project requirements. Stantec presented a cohesive interview with focused responses to the specific interview questions, highlighting the firm's experience, qualified staff and detailed work plan.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Both short-listed firms are established and qualified to provide the required services. Positive references were received for both firms.

Stantec, founded in 1954, is an established global architectural, engineering, and environmental consulting corporation with over 32,000 professionals. The firm has over 450 locations worldwide with two local offices in the cities of Los Angeles and Irvine. The firm provides A&E design services including mechanical, electrical, and structural engineering services. Stantec has successfully managed and delivered both new construction design and interior tenant renovation projects.

Stantec's relevant experience includes plans, specifications, and estimates for OCTA's Transit Security and Operations Center, A&E services for building and facility renovations and improvements for Foothill Transit's on-call A&E services contract, architecture, interior design, electrical, structural engineering, landscape and sustainability services for the renovation of University of California, Davis (UC Davis) Health Administrative Services Building, and interior design services for the Denver Water Administration Building. The firm proposed utilizing two subconsultants. The proposed subconsultants have experience working with Stantec on prior projects and will support Stantec with cost estimating and geotechnical services.

GHD, founded in 1928, is an established engineering, architectural, and environmental corporation. The firm has over 200 offices and employs over 12,000 professionals worldwide, with 15 offices located in Southern California. The firm provides a wide range of services to include engineering, architectural, environmental, construction, and tenant improvement services.

In its proposal, GHD provided examples of relevant experience which includes interior and tenant improvements for the Bay Area Rapid Transit (BART) headquarters relocation, floor renovations for Pacific Gas & Electric's (PG&E) headquarters, and architectural design services for the Southern California Edison Training Academy's Consolidated Training Center. The firm proposed utilizing six subconsultants. Proposed subconsultants have experience working with GHD on prior projects and will support GHD with land surveying, cost estimating, mechanical, electrical, structural, geotechnical engineering, archaeology, and paleontology services.

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant experience.

Stantec proposed a highly experienced team of qualified personnel and subconsultants representing a wide range of design, tenant improvement, and project management services. The team has demonstrated relevant experience managing new construction, interior design, and tenant improvement design projects. The team has a good understanding of the project risks and challenges. Stantec proposed to utilize in-house staff to provide most of the required SOW services.

The proposed project manager has over 25 years of project management experience directing and managing exterior and interior office tenant design and improvement projects. Similar project experience includes Fernandez Holdings' Exterior and Interior Office Tenant Improvements Project, FujiFilm North America Corporation's interior office tenant improvements, and Sony Pictures Entertainment's interior office tenant improvements. The proposed design principal has 26 years of new construction design and tenant improvement experience. Similar project experience includes a design and construction project for White & Case LA, design services for the Destination Crenshaw Project, and design and tenant improvement services for the Arts District Office Tower. The proposed interior design lead has 24 years of experience in architectural and interior design projects in retail, academic, healthcare, residential, hospitality, and corporate facilities. Similar project experience

**Consultant Selection for Preparation of Plans, Specifications, *Page 6*
and Estimates for Improvements to Orange County
Transportation Authority Headquarters Property**

includes UC Davis Health Administrative Services Building, Kaiser Permanente Family Practices Medical Residents' Lounge, and Vision Services Plan Global Tech Services Headquarters.

GHD proposed a qualified team of key personnel and subconsultants with relevant experience in design, tenant improvement, and project management services. The proposed project manager has 32 years of experience in various roles on design and tenant improvements projects to include project specifications, concept design, quality control, and documentation. The proposed project designer has 22 years of design experience in commercial office interiors. Similar project experience includes the Davis Service Center for the PG&E, North Bay Operations facility renovations for the Water Emergency Transportation Authority, and Office TI Blackline. The proposed interior designer/programmer has 32 years of experience in design, strategy, planning, and space planning for tenant improvement projects. Similar project experience includes BART headquarters, tenant improvements for PG&E, and Fireweed Business Center for Cook Inlet Regional, Inc.

Work Plan

Both short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the project.

Stantec presented a comprehensive and viable work plan that demonstrated an understanding of the project design requirements, constraints, and challenges. The plan provided a detailed understanding of design and tenant improvements to include potential issues, associated risks, space planning, detailed project schedule, and potential security concerns. Stantec developed a seven-step detailed quality management plan which addresses roles and responsibilities of the proposed key personnel, inter-disciplinary reviews, project coordination, public outreach, and quality assurance. The Stantec team demonstrated in-depth knowledge of its proposed approach to the SOW by providing detailed, project-specific responses to all interview questions with participation from all team members present.

GHD presented a detailed work plan that demonstrated an understanding of the SOW, project issues, and risks. The plan included a comprehensive cost estimating approach tailored to each design phase from the beginning to the end of the project. The information presented during the interview demonstrated the firm's knowledge of the SOW objectives and risks associated with the project. The team provided detailed responses to most of the interview questions.

Consultant Selection for Preparation of Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority Headquarters Property *Page 7*

Fiscal Impact

Funding for this project is included in the OCTA Fiscal Year 2025-26 Budget, Finance and Administration Division, Account No. 1293-7519-HQ001-HQ2, and will be funded using local funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-4-2654 with Stantec Architecture Inc., as the firm to prepare plans, specifications, and estimates for improvements to the Orange County Transportation Authority's headquarters property.

Attachments

- A. Review of Proposals, RFP 4-2654, Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 4-2654, Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property
- C. Contract History for the Past Two Years, RFP 4-2654, Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Prepared by:

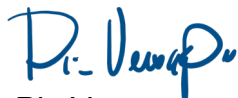


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Review of Proposals

RFP 4-2654 - Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Presented to the Finance and Administration Committee on July 23, 2025

5 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	85	Stantec Architecture Inc. Los Angeles, California	Diaz Yourman & Associates Lenax Construction Services	Firm has recent and relevant experience providing architecture, interior and engineering design services for new construction and tenant improvement projects. Cohesive, cross-trained team, with understanding of project issues, including project manager, key personnel, technical staff, and subconsultants with experience working together on new construction and tenant improvement projects. Project manager has demonstrated project design experience planning and managing construction and tenant improvement projects of similar size and scope. Comprehensive and well-thought-out work plan providing a detailed understanding of design and tenant improvements to include potential issues, associated risks, space planning, project schedule, security concerns and a clear vision for achieving the project design objectives. Detailed team presentation and interview with thorough responses to all interview questions. Positive references received.
2	81	GHD, Inc. Tustin, California	Applied EarthWorks, Inc. Degenkolb Engineers IMEG O'Connor Construction Management, Inc. Salter Inc. Shannon & Wilson	Firm has recent and relevant experience providing architecture, interior and engineering design, and tenant improvement services. Qualified team, including project manager, key personnel, and subconsultants with experience working together on tenant improvement and design projects. Project manager is qualified with demonstrated project design experience managing construction and tenant improvement projects. Work plan demonstrated an understanding of the project scope of work and associated risks. The plan included a comprehensive cost estimating approach tailored to each design phase from the early stages of design through project closeout. Good team presentation and interview with detailed responses to most of the interview questions. Positive references received.

Evaluation Panel: 6 Members

Contracts Administration and Materials Management (1)
Finance and Administration (1)
Facilities Engineering (1)
Project Controls (1)
General Services (1)
Security & Emergency Preparedness (1)

Evaluation Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20%
40%
40%

ATTACHMENT B**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)**

**RFP 4-2654 - Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's
Headquarters Property**

Firm: Stantec								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	5.0	4.5	4.0	4.5	4.5	4.5	4	18
Staffing/Project Organization	4.5	4.0	4.5	4.0	4.0	4.0	8	33
Work Plan	4.0	4.0	4.5	4.0	4.5	4.0	8	33
Overall Score	88	82	88	82	86	82		85

Firm: GHD Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	3.5	3.5	4.0	4.0	4.0	4	16
Staffing/Project Organization	4.0	4.0	4.0	4.0	3.5	4.0	8	31
Work Plan	4.5	4.0	4.5	4.0	4.0	4.5	8	34
Overall Score	86	78	82	80	76	84		81

The range of scores for the non-short-listed firms was 57-73

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2654 - Plans, Specifications, and Estimates for Improvements to Orange County Transportation Authority's Headquarters Property

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Stantec Architecture Inc.						
Contract Type: Contract Task Order	A53595	Replacement of Mechanical Units at Santa Ana Bus Base	March 20, 2023	August 31, 2025		\$ 645,333
Subconsultants:						
<i>Jacobus & Yuang, Inc.</i>						
Contract Type: Time and Expense	C-2-3003	405 Express Lanes Traffic and Revenue Analysis	April 19, 2023	March 31, 2026		\$ 340,000
Subconsultants:						
<i>AimTD, LLC</i>						
<i>Tippecanoe Works</i>						
<i>Tsi Transportation Studies Inc.</i>						
<i>Wiltek, Inc.</i>						
Contract Type: Firm Fixed Price	C-9-0965	Plans, Specifications and Estimates for the Transit Security and Operations Center	June 1, 2020	December 31, 2027		\$ 6,177,608
Subconsultants:						
<i>Coast Surveying</i>					\$ 22,521	
<i>Diaz Yourman & Associates</i>					\$ 238,575	
<i>Fuel Solutions, Inc.</i>					\$ 16,248	
<i>Jacobus & Yuang, Inc.</i>					\$ 108,941	
<i>Lynn Capouya, Inc.</i>					\$ 104,361	
<i>Miyamoto International, Inc.</i>					\$ 331,642	
<i>Pacrim Engineering, Inc.</i>					\$ 781,950	
<i>Stantec Consulting, Inc.</i>					\$ 2,402,597	
Contract Type: Contract Task Order	C-4-2610	On-Call Architecture and Engineering Services for Transit Facility Projects	TBD	TBD		\$ -
Subconsultants:						
<i>Coast Surveying</i>						
<i>Diaz Yourman & Associates</i>						
<i>Jacobus & Yuang, Inc.</i>						
<i>Miyamoto International, Inc.</i>						
<i>Pacrim Engineering, Inc.</i>						
<i>Pbs Engineers</i>						
<i>Pountney Psomas</i>						
<i>Psomas</i>						
Total						\$ 7,162,941
GHD Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
<i>N/A</i>						
Total						\$ -



COMMITTEE TRANSMITTAL

July 28, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Agreement for Paratransit and Microtransit Software

Transit Committee Meeting of July 10, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Janet Nguyen, and Sarmiento
Absent: Directors Leon and Tam T. Nguyen

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

- A. Approve the selection of Spare Labs Inc. as the firm to provide paratransit and microtransit software.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3930 between the Orange County Transportation Authority and Spare Labs Inc., in the amount of \$969,524, for a two-year initial term with one, five-year option term to provide paratransit and microtransit software.



July 10, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for Paratransit and Microtransit Software

Overview

On July 8, 2024, the Board of Directors approved the release of a request for proposals to select a firm to provide paratransit and microtransit software. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for this software.

Recommendations

- A. Approve the selection of Spare Labs Inc. as the firm to provide paratransit and microtransit software.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3930 between the Orange County Transportation Authority and Spare Labs Inc., in the amount of \$969,524, for a two-year initial term with one, five-year option term to provide paratransit and microtransit software.

Discussion

The Americans with Disabilities Act of 1990 (ADA) requires public transportation agencies operating fixed-route services to also provide complementary paratransit services for individuals who are unable to use those fixed routes due to a disability. In response to this requirement, the Orange County Transportation Authority (OCTA) implemented OC ACCESS service in 1993. OC ACCESS differs from traditional fixed-route services by offering door-to-door transportation that must be reserved at least one day in advance. Additionally, individuals must complete an in-person functional assessment to determine their eligibility before using the service.

OCTA has used Trapeze Group software for OC ACCESS scheduling, route optimization, and dispatching since 1999. The software is composed of multiple modules installed on 25 application servers maintained by OCTA staff. These modules require numerous software licenses per server and user, all of which must be renewed annually.

Although Trapeze supports trip reservations and basic trip batching for productivity, scheduling and service optimization remain largely manual. Newer, more integrated solutions with enhanced capabilities are now available and better aligned with the evolving mobility needs of OC ACCESS riders.

In addition to Trapeze, OCTA currently utilizes two additional software: one for managing OC ACCESS eligibility and another for supporting the Same-Day Taxi service and other same-day transportation options provided through various Senior Mobility Programs. OC Flex trip reservations and service delivery.

On July 8, 2022 the OCTA Board authorized to procure a single SaaS to replace three existing software. The new SaaS will offer:

- Unified Service Platform: Deliver a single SaaS solution that consolidates all services available to OC ACCESS-eligible riders into one application, with integration to the existing OC Bus app and the Transit App provided by vendors.
- Flexible Service Support: Enable individual service-level scheduling for programs like Same-Day Taxi and the Senior Mobility Programs.
- Multi-Channel Trip Booking: Allow riders to book trips via website, mobile app, or by calling the OC ACCESS reservation line, and view all transportation options available to them (e.g., OC ACCESS, Same-Day Taxi, Senior Mobility Program) based on their unique eligibility status.
- Automated Scheduling and Dispatching: Improve service efficiency and accuracy through automation and continuous optimization of demand-response operations.

The annual cost of the new SaaS will be lower than the combined costs of the existing three software systems used and will reduce the need for onsite servers, further lowering infrastructure and support demands.

Procurement Approach

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

On July 8, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2258 and the proposed evaluation criteria and weightings, which was issued electronically on CAMM NET.

A pre-award protest was received and upon review by the Director of the Contracts Administration and Materials Management Department. The protest was upheld resulting in a re-procurement of this project under RFP 5-3930, which was issued on February 27, 2025.

The RFP 5-3930 was advertised in a newspaper of general circulation on February 27 and March 3, 2025. A pre-proposal conference was held on March 5, 2025, with 13 attendees representing seven firms. Two addenda were issued to make available the pre-proposal conference presentation and registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On April 7, 2025, six proposals were received. An evaluation committee consisting of members from Information Systems, Specialized Transit Services, and Program Management Office departments met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 20 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 25 percent |

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 25 percent to emphasize the importance of the proposing firms having relevant experience in developing, implementing, maintaining, and supporting paratransit and microtransit scheduling software. Staffing and project organization was weighted at 20 percent to ensure that the proposed staff possess the necessary expertise for completing a project of similar size. Work plan was weighted at 30 percent to allow firms to demonstrate their understanding and approach in the proposed software, ensuring it meets OCTA's requirements and successfully accomplishes the tasks specified in the scope of work. Cost and price was weighted at 25 percent to ensure that OCTA receives value for the services provided.

The evaluation committee reviewed all proposals based on the Board-approved evaluation criteria and shortlisted the two most qualified firms listed below in alphabetical order:

Firm and Location

RideCo US Inc. (RideCo)
Headquarters: Waterloo, Ontario, Canada
Project Office: Los Angeles, California

Spare Labs Inc. (Spare Labs)
Headquarters: Vancouver, British Columbia, Canada
Project Office: Vancouver, British Columbia, Canada

On May 7, 2025, the evaluation committee interviewed the short-listed firms. During the interview, each firm had the opportunity to present its approach for delivering the required software, project team qualifications, and respond to evaluation committee questions. Questions were focused on the functionalities of the proposed software, such as managing on-time performance, addressing no-shows, and ensuring trips comply with regulatory requirements and OCTA's contract performance standards. Both firms were asked specific clarification questions related to OCTA's requirements outlined in the scope of work and were asked to conduct a demonstration of their proposed software during the interviews.

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

Qualifications of the Firm

Founded in 2015, Spare Labs is headquartered in Vancouver, British Columbia, where it also operates a project office and employs 167 staff members. The company specializes in providing microtransit, paratransit, and on-demand transit platforms and has successfully completed several service implementations for various transit agencies. Notably, Spare Labs has facilitated transitions from legacy systems such as Trapeze, which is currently used by OCTA, for transit agencies including the Capital Metropolitan Transportation Authority (CapMetro), the Pinellas Suncoast Transit Authority, and Dallas Area Rapid Transit. The firm demonstrated experience with both emerging operators and established transit agencies which demonstrates its flexibility and capacity to deliver scalable, effective solutions across varying operational contexts. Positive references were received for the firm.

Founded in 2013, RideCo provides modern cloud-based paratransit and microtransit software and services. The firm operates a project office in Los Angeles, California, with its headquarters located in Waterloo, Ontario, Canada. RideCo launched its first application-based, on-demand public transit service in 2015 and has since implemented numerous paratransit and microtransit services across more than 65 cities in North America. RideCo

employs 124 staff members and has demonstrated strong capabilities in partnering with large service providers and developing custom features to meet the operational needs of transit agencies. The firm demonstrated experience with Trapeze Pass migrations for transit agencies including the Southeastern Pennsylvania Transportation Authority, Metropolitan Transit Authority of Harris County for the City of Houston, and Regional Transportation Commission of Southern Nevada in the City of Las Vegas, which operates same-day paratransit and microtransit services. Positive references were received for the firm.

Staffing and Project Organization

Spare Labs proposed a project team with extensive experience in both paratransit and microtransit operations, demonstrating a deep understanding of the complexities involved in these service models. The proposed project team played a key role in CapMetro's transition from Trapeze, a project comparable in size and scope to OCTA's. This experience highlights their capability to successfully manage large-scale transit system deployments. The proposed project manager has over ten years of relevant experience in overseeing transit technology projects. During the interview process, the team clearly articulated its expertise in system transition and integration, emphasizing its ability to manage platform migrations and operational continuity.

RideCo submitted a detailed staffing plan as part of its proposal, outlining a project team with direct experience in delivering on-demand microtransit and paratransit services to public transit agencies. The proposed project manager has 13 years of relevant experience, supporting the team's capability to manage service implementation within the public transportation sector. The staffing plan includes a clear breakdown of minimum hours allocated to each task, providing a framework for enhanced accountability and measurable progress throughout the project timeline. During the interview process, the project team delivered well-prepared and comprehensive responses, demonstrating a strong understanding of the operational and technical requirements necessary to support a successful deployment for OCTA.

Work Plan

Spare Labs proposed a cloud-based platform designed specifically for paratransit, microtransit, and demand-response services. The software provides a unified interface, allowing users to access all operational functionalities in one interface which leads to streamlining workflows and improving usability for transit agency staff. The company presented a comprehensive work plan that meets OCTA's current and future operational and technical requirements outlined in the scope of work. The platform incorporates advanced features, including artificial intelligence-driven real-time fleet management, third-party provider integration, and predictive tools designed to improve service reliability and operational efficiency. The firm demonstrated its software's capacity to address common transit agency challenges—such as vehicle breakdowns—using proprietary

tools like the “Breakdown Wizard” and “Duty Time Travel” functionalities. Also demonstrated was the platform’s integration with Google Real-Time Traffic, enabling routing that will dynamically and proactively avoid traffic congestion to minimize delays. The proposal also included a well-defined timeline and robust support for change management, demonstrating the firm’s capabilities to deliver a successful project, timely transition, implementation, and long-term sustainability. Spare Lab’s platform is the only proposed solution that meets all OCTA’s required software features as identified in the scope of work.

During the interview, Spare Labs conducted a real-time demonstration of its proposed software, showcasing its functionality across all service types, including OC ACCESS, Same-Day Taxi, and the Senior Mobility Program. The platform’s integrated architecture enables the management of rider eligibility management workflows and service operations within a single, centralized system, streamlining administrative processes and improving service coordination. Additionally, the system supports multiple trip-booking methods, enhancing accessibility and convenience for a diverse rider base while meeting all of OCTA’s business requirements.

RideCo proposed a comprehensive, web-based cloud platform that includes essential tools for transit operations, such as core dispatching software, rider profile management, a reservation portal, operations dashboards, a centralized data repository, data visualization tools, customer support ticketing, and data export capabilities. The platform is designed to support OCTA’s on-demand transit services. However, RideCo’s proposal identified four of OCTA’s required software features as future enhancements not currently available as of proposal submission, which would make OCTA one of the first customers to utilize these new features. These business requirements identified as future enhancements include the ability for the driver to add additional passengers to a trip, ability for the driver to remove additional passengers from a trip, ability for the driver to add additional fares, and the ability to perform queries that would generate editable charts.

While the work plan addresses most of OCTA’s service and technical requirements, concerns remain regarding the platform’s flexibility – specifically its capabilities for trip data reconciliation and end-user-driven custom report generation.

Cost and Price

Firms were required to submit a firm-fixed price for project implementation, along with a total cost based on a per-trip rate for three projected trip volume ranges. The cost evaluation is based on the assumption that completed trips will range between one million and 1.5 million during fiscal year 2025-26 based on actual completed trips. Therefore, this range was used for calculating the price and cost score.

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest total pricing and scored the other proposals' total pricing based on the relation to the lowest total pricing. Spare Labs proposed the lower total price of the short-listed firms and is lower than the OCTA project manager's independent cost estimate of \$1,575,990 and is therefore considered fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, work plan approach, and the information obtained from the interviews, the evaluation committee recommends the selection of Spare Labs as the top-ranked firm to provide paratransit and microtransit software. The firm demonstrated a thorough understanding of OCTA's requirements for the requested system and submitted a comprehensive proposal that is responsive to all requirements of the RFP.

Fiscal Impact

The costs associated with this project were included in OCTA's Fiscal Year 2025-26 Budget, Finance and Administration Division, Account No. 1286-7669-IT109-N5N.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3930 between the Orange County Transportation Authority and Spare Labs Inc., in the amount of \$969,524, for a two-year initial term with one, five-year option term to provide paratransit and microtransit software.

Attachments

- A. Review of Proposals, RFP 5-3930 Paratransit and Microtransit Software
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 5-3930 Paratransit and Microtransit Software
- C. Contract History for the Past Two Years, RFP 5-3930 Paratransit and Microtransit Software

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**Review of Proposals
RFP 5-3930 Paratransit and Microtransit Software**

ATTACHMENT A

Presented to Transit Committee - July 10, 2025

Six proposals received, Two firms were interviewed, One firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Price for Initial Two-Year Term	
1	80	Spare Labs Inc. Vancouver, BC, Canada	None	<p>Demonstrated extensive experience in implementing transit services across microtransit, paratransit, and on-demand transit platforms, including transitions from the Trapeze system for agencies.</p> <p>Proposed a highly experienced team with a strong background in both microtransit and paratransit systems.</p> <p>The proposed project team has direct experience in project transition from the Trapeze system and integration.</p> <p>Presented a comprehensive work plan that meets the project requirements and meets all business requirements specified in the scope of work.</p> <p>Proposed a cohesive single platform system that has access to all functionalities across all services, including OC ACCESS, same-day service, and the senior mobility program.</p> <p>Positive references were received for the firm.</p> <p>Proposed lower price for both the initial term and option term.</p>	<p>Project Implementation:</p> <p>Trip Cost based on 1 million to 1.5 million trips:</p> <p>Total:</p>	<p align="right">\$527,524</p> <p align="right">\$442,000</p> <p align="right">\$969,524</p>
2	72	RideCo US Inc. Los Angeles, California	None	<p>Implemented on-demand paratransit and microtransit software services across North America.</p> <p>Experienced in working with large service providers such as the Southeastern Pennsylvania Transportation Authority.</p> <p>Proposed a knowledgeable and experienced project team with experience in Trapeze system conversions.</p> <p>Identified four features in its proposal as future enhancements based on OCTA's business requirements.</p> <p>Positive references were received for the firm</p> <p>Proposed higher price for both the initial term and option term.</p>	<p>Project Implementation:</p> <p>Trip Cost based on 1 million to 1.5 million trips:</p>	<p align="right">\$885,994</p> <p align="right">\$598,430</p> <p align="right">\$1,484,424</p>

Evaluation Panel:

Information Systems (2)
Program Management Office (1)
Specialized Transit Services (2)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

25%
20%
30%
25%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 5-3930 Paratransit and Microtransit Software

Spare Labs Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.00	4.50	4.50	5	21.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	4	18.0
Work Plan	4.50	4.50	4.00	4.00	4.50	6	25.8
Cost	3.01	3.01	3.01	3.01	3.01	5	15.1
Overall Score	80	80	77	80	83		80
RideCo US Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	5	20.0
Staffing/Project Organization	4.00	4.00	4.00	4.00	4.00	4	16.0
Work Plan	4.00	4.00	4.00	4.50	4.00	6	24.6
Cost	2.27	2.27	2.27	2.27	2.27	5	11.4
Overall Score	71	71	71	74	71		72

The range of scores for the non-short-listed firms was 48-64

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS RFP 5-3930 Paratransit and Microtransit Software

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Spare Labs Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: N/A						
Sub Total						\$ -
RideCo US Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: N/A						
Sub Total						\$ -