



# Orange County Transportation Authority

## Board Agenda

**Monday, June 23, 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 Tettermer  
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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **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>

# BOARD MEETING AGENDA

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## **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 Klopfenstein

### **Pledge of Allegiance**

Director Jung

## **1. Closed Session**

### **Overview**

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Orange County Transportation Authority v. WTW Properties, LLC, et al, OCSC Case No. 30-2021-01195108.

## **Special Calendar**

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

## **2. 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**

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 206.10 to 206.70 on the Orange Subdivision, has 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.

## BOARD MEETING AGENDA

---

### ***Recommendation(s)***

Reaffirm Resolution No. 2025-025 to 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 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

### ***Attachments:***

[Presentation](#)

### **3. Presentation of Resolutions of Appreciation for Employees of the Month**

#### ***Overview***

Present Orange County Transportation Authority resolutions of Appreciation to Jose Esparza, Coach Operator, Resolution No. 2025-062; Marco Lopez, Maintenance, Resolution No. 2025-063; and Peter Sotherland, Administration, Resolution No. 2025-064 as Employees of the Month for June 2025.

### **4. Presentation of Resolutions of Appreciation for Orange County Transportation Authority's Teen Council Members**

Melina Cabrera/Maggie McJilton

#### ***Overview***

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2025-034 through 2025-057 to members of Orange County Transportation Authority's Teen Council whose terms expire July 2025.

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

### **5. Measure M2 Taxpayer Oversight Committee New Member Recruitment and Lottery**

Marissa Espino/Maggie McJilton

#### ***Overview***

The Renewed Measure M Ordinance No. 3 calls for a committee to oversee implementation of the program of transportation improvements. Each year, new committee members are recruited and selected to fill vacancies left by expired terms. The recruitment process for the Measure M Taxpayer Oversight Committee has been completed for 2025, and a public lottery is now required to appoint members to fill vacancies in the First, Third, Fourth, and Fifth Supervisorial Districts.

### ***Recommendation(s)***

Pursuant to the Renewed Measure M Ordinance No. 3, conduct a public lottery to finalize the selection of new Taxpayer Oversight Committee members. One name each representing the First, Third, Fourth, and Fifth Supervisorial Districts should be drawn from the list of recommended finalists submitted by the Grand Jurors' Association of Orange County.

### ***Attachments:***

## BOARD MEETING AGENDA

---

[Staff Report](#)  
[Attachment A](#)  
[Attachment B](#)  
[Attachment C](#)  
[Attachment D](#)  
[Attachment E](#)

### **Consent Calendar (Items 6 through 23)**

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**

**6. Approval of Minutes**

Clerk of the Board

***Recommendation(s)***

Approve the minutes of the June 9, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

***Attachments:***

[Minutes](#)

**7. Third Quarter Fiscal Year 2024-25 Procurement Status Report**

Pia Veasapen/Andrew Oftelie

***Overview***

The third quarter procurement status report summarizes the procurement activities for information purposes to the Orange County Transportation Authority Board of Directors. This report focuses on procurement activity from January 1, 2025 through March 31, 2025, that was approved by the Board of Directors during this period. The third quarter procurement status report also projects future procurement activity for the fourth quarter as identified in the fiscal year 2024-25 budget.

***Recommendation(s)***

Receive and file as an information item.

***Attachments:***

[Transmittal](#)  
[Staff Report](#)  
[Attachment A](#)  
[Attachment B](#)  
[Attachment C](#)  
[Attachment D](#)  
[Attachment E](#)  
[Attachment F](#)  
[Attachment G](#)



## BOARD MEETING AGENDA

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### 8. **Orange County Transportation Authority Investment and Debt Programs Report - April 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 April 30, 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](#)

### 9. **Reserve Policy Update**

Sean Murdock/Andrew Oftelie

#### **Overview**

The Orange County Transportation Authority is committed to prudent fiscal management and maintaining the ability to fund its programs and services during times of economic uncertainty. The Orange County Transportation Authority has a history of maintaining reserves to mitigate the impacts of financial risks to the programs it operates. Staff is proposing to update the reserve policy to increase the minimum balance requirement for the general liability reserve.

#### **Recommendation(s)**

Adopt the Proposed Reserve Policy dated June 23, 2025, and implement the policy in current and future financial plans.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

## BOARD MEETING AGENDA

---

### 10. 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. This report includes a state budget update focused on budget change proposals and trailer bills related to the 2028 Olympics and the cap-and-trade program. A summary of a hearing focused on the Los Angeles - San Diego - San Luis Obispo Rail Corridor is also included. A verbal update on the adopted fiscal year 2025-26 state budget will be provided when this report is presented.

#### **Recommendation(s)**

Receive and file as an information item.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### 11. 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 update provides a summary of President Trump's Fiscal Year 2026 Budget Request and its implications for transportation funding and policy as well as an overview of congressional efforts to revoke California's Clean Air Act waivers under the Congressional Review Act. It also includes an update on federal Fiscal Year 2026 Community Project Funding and Congressionally Directed Spending requests submitted by Orange County's congressional delegation as well as a summary of a letter of support urging expedited federal review for emergency rail stabilization funding in the City of San Clemente. Finally, a review of recent congressional hearings related to the efficiency of federal rail programs and an overview of recent nomination hearings for federal transportation agency leadership are provided.

#### **Recommendation(s)**

Receive and file as an information item.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

## BOARD MEETING AGENDA

---

### 12. Accessible Transit Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

#### **Overview**

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

#### **Recommendation(s)**

Receive and file the Accessible Transit Advisory Committee status report.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

### 13. Citizens Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

#### **Overview**

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

#### **Recommendation(s)**

Receive and file the Citizens Advisory Committee status report.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

## BOARD MEETING AGENDA

---

### Orange County Transit District Consent Calendar Matters

**14. Agreement for Installation of Battery Electric Bus Chargers and Electrical Infrastructure at the Santa Ana Bus Base**

George Olivo/James G. Beil

***Overview***

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved the purchase of ten battery electric buses and electric bus chargers for deployment at the Santa Ana Bus Base. Installation of the chargers and electrical infrastructure is needed. An invitation for bids was released on March 10, 2025, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

***Recommendation(s)***

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3922 between the Orange County Transportation Authority and Asplundh Construction, LLC, the lowest responsive, responsible bidder, in the amount of \$2,790,147, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

**15. Replacing and Expanding Mobile Routers on OC ACCESS and OC Bus Vehicles and at Non-Vehicle Locations**

Josh Duke/Andrew Oftelie

***Overview***

The Orange County Transportation Authority utilizes mobile routers onboard the OC Bus and OC ACCESS fleet for real-time data connectivity, vehicle tracking, and integration with other onboard systems. Board of Directors' authorization is requested for the purchase of hardware and services to replace and expand mobile routers on the OC ACCESS and OC Bus vehicles, as well as at non-vehicle locations.

***Recommendation(s)***

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C54142 between the Orange County Transportation Authority and CDCE, Inc., in the amount of \$4,207,826, for the purchase of hardware and services necessary to replace existing Cradlepoint IBR1100 and IBR1700 mobile routers on 509 OC Bus vehicles, 31 non-revenue vehicles, and nine non-vehicle locations with new Cradlepoint R1900 mobile routers, to add 252 new Cradlepoint R1900 mobile routers on OC ACCESS vehicles, and to procure nine additional routers to be used as spares and for testing purposes.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

## BOARD MEETING AGENDA

---

**16. Amendment to Agreement for Technical Consulting Services for a Next-Generation Fare Collection System, OC Streetcar Ticket Vending Machines, and Farebox Replacement Project**

Sam Kaur/Andrew Oftelie

***Overview***

On May 22, 2020, the Orange County Transportation Authority Board of Directors approved an agreement with Jacobs Engineering Group, Inc. to provide technical consulting services for the next generation fare collection system and ticket vending machines for the OC Streetcar for a three-year initial term with two, one-year option terms. The current contract expires July 31, 2025. Board of Directors' approval is requested to extend the contract term an additional two years effective August 1, 2025 through July 31, 2027.

***Recommendation(s)***

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide support for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project at no increase in the maximum obligation of the agreement.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

**17. Amendment to Agreement for Coach Operator, Training Instructor, and Field Supervisor Uniforms**

Kim Tucker/Johnny Dunning, Jr.

***Overview***

On May 23, 2022, the Orange County Transportation Authority Board of Directors approved a contract with Becnel Uniforms to provide uniforms for coach operators, training instructors, and field supervisors as needed. The contract includes a three-year initial term and a two-year option term. Board of Directors' approval is requested to exercise the two-year option to ensure continued uniform service.

***Recommendation(s)***

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-1-3928 between the Orange County Transportation Authority and Becnel Uniforms, to exercise the option term in the amount of \$611,000, to continue providing uniform services for coach operators, training instructors, and field supervisors effective July 1, 2025, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,285,468.

***Attachments:***

## BOARD MEETING AGENDA

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[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

### 18. **Amendments to Agreements with Cooperative Agencies for the Provision of Transportation Services**

Jack Garate/Johnny Dunning, Jr.

#### **Overview**

The Orange County Transportation Authority has entered into cost-sharing arrangements with five cooperative agencies to assist in managing the demand and cost of the OC ACCESS service. The Board of Directors approved five-year cooperative agreements with five such agencies on June 24, 2024. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five cooperative agencies for the provision of transportation services.

#### **Recommendation(s)**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2287 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services in the amount of \$210,429, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$414,729.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services in the amount of \$252,479 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$497,604.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services in the amount of \$380,019, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$748,969.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, for continued services in the amount of \$446,042 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$879,092.

## BOARD MEETING AGENDA

---

- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services in the amount of \$1,702,539 and adjusting the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$3,336,614.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

**19. Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services**

Martin Browne/Johnny Dunning, Jr.

***Overview***

The Senior Mobility Program is designed to offer transportation alternatives to seniors in addition to local fixed-route and paratransit service. Three non-profit agencies participate in the Senior Mobility Program and receive funding from local sources other than Measure M2 to support their services. Amendments to the current funding agreements with these three agencies are required to allocate funding for fiscal year 2025-26 and ensure the continuation of the service.

***Recommendation(s)***

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$91,560 to provide funding through June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and Korean American Senior Association of Orange County, in the amount of \$112,566 to provide funding through June 30, 2026.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$98,976, to provide funding through June 30, 2026.

***Attachments:***

## BOARD MEETING AGENDA

---

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

### 20. August 2025 OC Bus Service Change

Eric Hoch/Rose Casey

#### **Overview**

The proposed August 2025 OC Bus service change implements changes consistent with the Making Better Connections final service plan. These changes will reduce wait times and improve overall service quality and reliability. Minor adjustments to bus schedules in response to customer comments and coach operator feedback are also included.

#### **Recommendation(s)**

Receive and file as an information item.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

## Orange County Local Transportation Authority Consent Calendar Matters

### 21. Declare Surplus Property for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Joe Gallardo/James G. Beil

#### **Overview**

The Orange County Transportation Authority's Interstate 5 Improvement Project between State Route 73 and Oso Parkway required the acquisition of property rights from public and private parties, adjacent to the existing freeway and city streets. Staff is requesting approval to sell a portion of a vacant commercial property, approximately 10,148 square feet, located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, Assessor Parcel No. 637-231-01, and a portion of a vacant commercial property approximately 24,434 square feet, located at Marguerite Parkway and Avery Parkway in the City of Mission Viejo, assessor parcel nos. 740-014-01 and 740-014-05 as surplus land, under the Surplus Land Act (Government Code Section 54221 et seq.).

#### **Recommendation(s)**

- A. Declare a portion of the property located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, Assessor Parcel No. 637-231-01, as surplus land pursuant to the Surplus Land Act (Government Code Section



## BOARD MEETING AGENDA

---

54221 et seq.).

- B. Declare a portion of the property located at the corner of Marguerite Parkway and Avery Parkway in the City of Mission Viejo, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, assessor parcel nos. 740-014-01 and 740-014-05, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.).
- C. Direct staff to seek potential buyers interested in the purchase of the surplus lands located within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway in accordance with Surplus Land Act (Government Code Section 54221 et seq.) and the Real Property Policies and Procedure Manual, dated August 22, 2022.
- D. Direct staff to negotiate sales terms with potential buyers and return to the Board of Directors to recommend approval of the sale of the surplus land.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

**22. Contract Change Orders for Construction of the OC Streetcar Project**

Jeff Mills/James G. Beil

***Overview***

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for modifications to cranes at the maintenance and storage facility, additional fencing to minimize trespassing in the Pacific Electric Right-of-Way, additional work to connect pumps to the appropriate systems in the maintenance and storage facility, and for additional work to install alternative anchorage equipment to support various systems housed on the roof of the maintenance and storage facility.

***Recommendation(s)***

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 93.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$97,000, for modifications to cranes at the maintenance and storage facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 175.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for additional work for fencing to minimize trespassing in the Pacific Electric Right-of-Way.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change

## BOARD MEETING AGENDA

---

Order No. 250.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$50,000, for additional work to connect pumps to the appropriate systems in the maintenance and storage facility.

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 268.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$70,000, for additional work to install alternative anchorage equipment to support various systems housed on the roof of the maintenance and storage facility.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

**23. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2025**

Robert Davis/Andrew Oftelie

***Overview***

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway programs. The California Community Foundation manages the non-wasting endowment required to fund the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance.

***Recommendation(s)***

Receive and file as information item.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

## BOARD MEETING AGENDA

---

### Regular Calendar

#### Orange County Transportation Authority Regular Calendar Matters

**24. 405 Express Lanes Update for the Period Ending March 31, 2025**

Kirk Avila

***Overview***

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced operations on December 1, 2023. Over the last quarter, there were approximately 16.1 million transactions and 4.2 million trips generated on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending March 31, 2025.

***Recommendation(s)***

Receive and file as an information item.

***Attachments:***

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Presentation](#)

### Discussion Items

**25. Public Comments**

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

**27. Directors' Reports**

**28. Adjournment**

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

**9:30 a.m., on Monday, July 14, 2025**

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

**Update on 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 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
- Contractor has demobilized equipment
- Provided the California Coastal Commission (CCC) responses on conditions of approval enclosed in the Emergency Coastal Development Permit (eCDP) for Areas 1 and 2 which includes:
  - Sand replenishment, sand monitoring and revetment monitoring plan
  - California State Transportation Agency commitment letter to perform railroad relocation analysis
  - Correspondence on habitat mitigation and monitoring plan
  - Nesting bird monitoring and avoidance memo (April 23, 2025 and April 28, 2025 surveys)
  - Resume of qualified engineer
  - Best management plan narrative
  - Before and after construction photos
  - Complaints or inquiries tracker
  - Sensitive work environment briefing and signatures
- Passenger rail service resumed on June 7, 2025





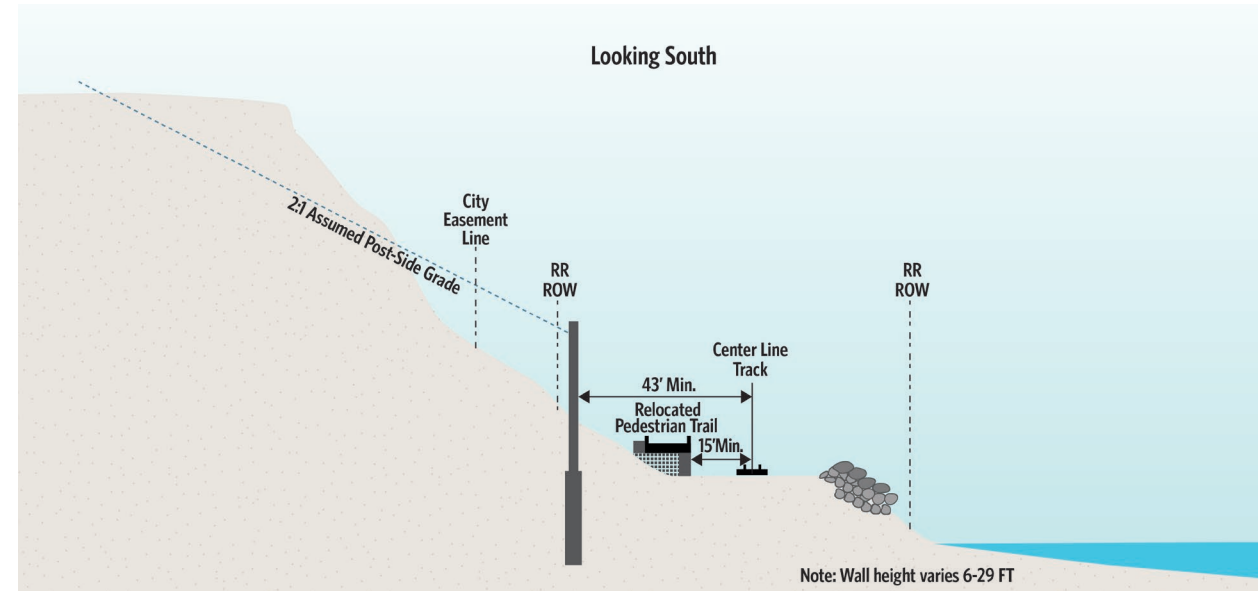
# Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place up to 10,000 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 basin sand source
  - OCWD intends to environmentally clear, excavate, and move sand from the Prado Dam basin to nearby stockpile site in September/October 2025
- Identified commercial sand pit (Garnet Pit) located near the City of Palm Springs
  - Sampling and Analysis Plan for the Garnet Pit approved by the Dredging Material and Management Team (DMMT)
  - OCTA conducted testing and will present the Sampling Results Plan to DMMT in late June 2025
- OCTA is coordinating with USACE and CCC on permitting needs
- This initial sand placement is part of the larger effort to obtain a sand source and approvals for the 240,000 CY of sand nourishment approved by the CCC for Areas 1 and 2



# Area 3 Mariposa Catchment Wall Activities

- California Transportation Commission allocated \$92.231 million on May 16, 2025
- On June 3, 2025, the Federal Railroad Administration (FRA) determined Area 3 is categorically excluded (CE) under the National Environmental Policy Act (NEPA)
- On June 17, 2025, 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 (NTP) issued to design-build (DB) contractor, Condon Johnson & Associates (CJA)
  - 65 percent design package submitted by CJA for review
  - Structural steel column order made by CJA (critical)
- NTP issued to Kleinfelder for independent geotechnical engineering services
- Cooperative agreement for construction support under review by Southern California Regional Rail Authority (SCRRA)
- Ongoing design and wall aesthetics meetings with SCRRA and the City of San Clemente (City)
- Ongoing wall aesthetics coordination with CCC

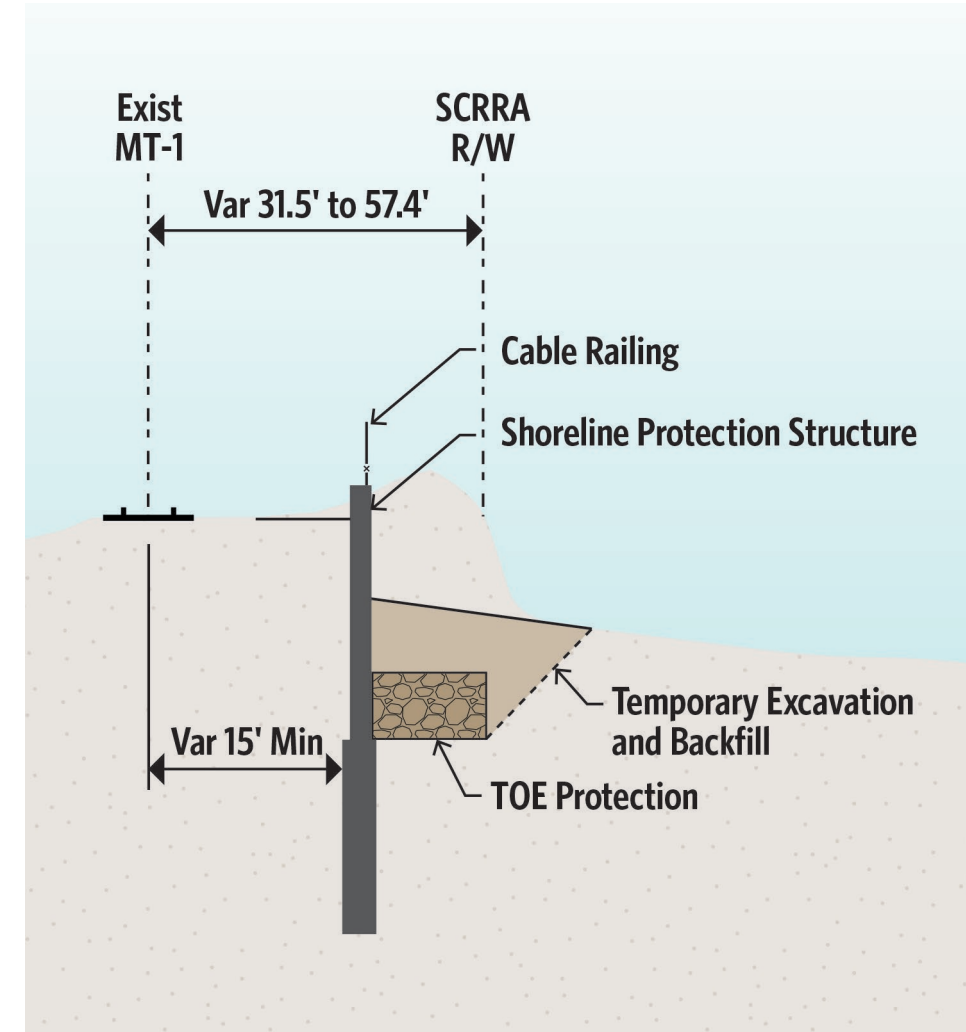


RR – Railroad  
ROW – Right-of-Way



# Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no emergency CDP will be issued
- Resumed prior efforts to complete the pending CDP submitted in August 2024 and seek opportunities to expedite
- Met with CCC and discussed the results of the draft design alternatives analysis and detailed the reasons for each alternative considered
- CCC is reviewing the draft coastal erosion modeling report
- CCC to consider Area 4 CDP for future Commission hearing (date to be determined)



*Area 4 – Shoreline Protection Structure*

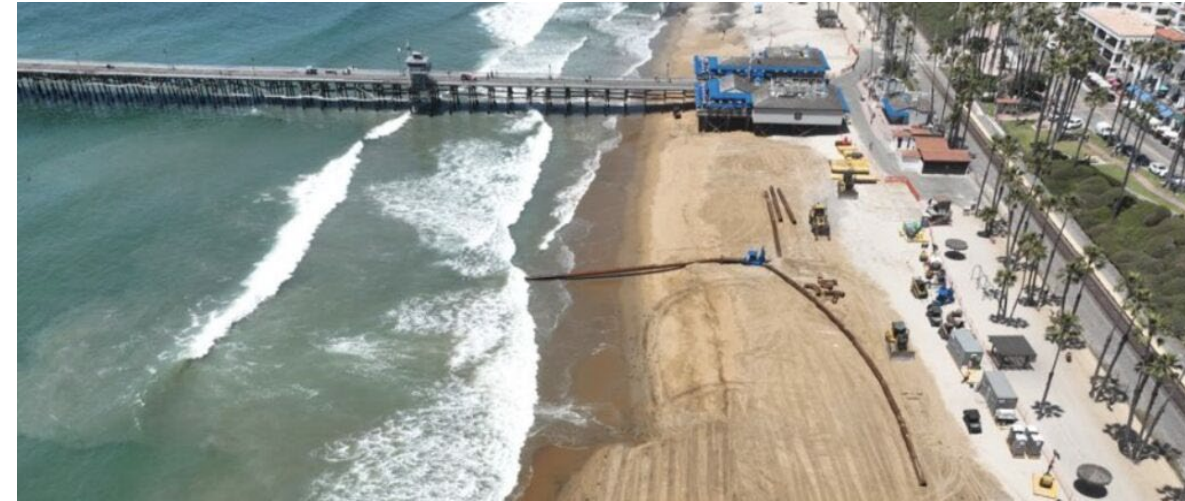
# Estimated Schedule

Area 3 Catchment Wall												
Estimated Number of Months	1	2	3	4	5	6	7	8	9	10	11	12
Contract Duration												
NTP												
Final Design	2 Months											
Steel Procurement		4 Months										
Construction			10 Months									

Wall Construction										
Estimated Number of Months	1	2	3	4	5	6	7	8	9	10
Area 4 - Shoreline Protection Wall	8 Months									

# Sand Nourishment

- Received eight responses to Request for Information for sand dredge and placement on May 5, 2025; responsiveness review completed
- Met with responsive proposers Kiewit, Dutra, and Great Lakes Dredge & Dock on their proposals
- Will determine by the end of June 2025 which firm would have the best capability and availability to meet the project schedule
- 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 cooperative agreement with the City for offshore sand exploration is executed
- Marine environmental studies for beach nourishment
- Preliminary schedule (subject to change):
  - Environmental and final design approvals: Anticipated Q4 of 2025
  - Procure sand placement contractor: Anticipated Q1 of 2026
  - Bids Due Date: Anticipated Q2 of 2026
  - Contract Award and Notice to Proceed: Anticipated Q2 of 2026
  - Project Completion: Anticipated in 2027



*Pictures from San Clemente Sand Replenishment Project*


# Recommendation

Reaffirm 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.



**June 23, 2025**

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

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

**Subject:** Measure M2 Taxpayer Oversight Committee New Member Recruitment and Lottery

### **Overview**

The Renewed Measure M Ordinance No. 3 calls for a committee to oversee implementation of the program of transportation improvements. Each year, new committee members are recruited and selected to fill vacancies left by expired terms. The recruitment process for the Measure M Taxpayer Oversight Committee has been completed for 2025, and a public lottery is now required to appoint members to fill vacancies in the First, Third, Fourth, and Fifth Supervisorial Districts.

### **Recommendation**

Pursuant to the Renewed Measure M Ordinance No. 3, conduct a public lottery to finalize the selection of new Taxpayer Oversight Committee members. One name each representing the First, Third, Fourth, and Fifth Supervisorial Districts should be drawn from the list of recommended finalists submitted by the Grand Jurors' Association of Orange County.

### **Background**

The Renewed Measure M (M2) Taxpayer Oversight Committee (TOC) is required by the Renewed Measure M Ordinance No. 3 (M2 Ordinance). The TOC is an independent committee representing all five supervisorial districts in the County and is responsible for ensuring the transportation projects in M2 are implemented according to the M2 Investment Plan approved by the voters. The 11-member committee has a balanced representation of all supervisorial districts, with ten private citizens plus the Orange County Auditor-Controller. The TOC meets quarterly to review progress on the implementation of the M2 program.

Each year, as terms of appointed members on the TOC end, a recruitment process is conducted to fill vacancies. As outlined in the M2 Ordinance, the recruitment process is conducted by the Grand Jurors' Association of Orange County (GJAOC). The GJAOC acts as an independent body serving in the interest of Orange County citizens. In its role, the GJAOC appoints a five-member selection panel (Panel) to conduct the recruitment process.

Since the inception of Measure M in 1990, the Panel has managed this recruitment process. The first lottery was held on November 15, 1990, with appointed members beginning service in January 1991. Since then, members have been appointed annually to three-year terms on a staggered basis.

### ***Discussion***

On June 30, 2025, the terms of four members of the TOC will expire. The current membership roster is attached (Attachment A). The schedule for the recruitment process for this year began in late January to fill vacancies in the First, Third, Fourth, and Fifth Supervisorial Districts (Attachment B).

The Panel concluded the recruitment process to fill the four vacant positions in mid-May (Attachment C). An online application form was used for recruitment purposes (Attachment D). Announcements were distributed to more than 7,500 people by sending an email to the Orange County Transportation Authority (OCTA) database. Digital advertisements were also placed in the Orange County Register, Người Việt, and El Clasificado, and an article was included in the American Automobile Association Westways magazine. In addition, postings were made on OCTA's social media pages and targeted Facebook, X, Instagram, LinkedIn, and Nextdoor advertisements were used to notify residents in the First, Third, Fourth, and Fifth Supervisorial Districts. Announcements were sent to the media, cities, and elected offices, and flyers were dropped off at community centers and libraries. Information was sent to local civic organizations and professional associations (Orange County Business Council, Orange County Taxpayers Association, Chambers of Commerce, etc.) to include in their newsletters and social media accounts. Also, information was sent to Orange County universities and colleges (California State University, Fullerton, Chapman University, Santiago Canyon College, and University of California, Irvine) to share with graduate students, alumni, and veterans' services centers.

The Panel reviewed 60 applications, evaluating each candidate's background in community service, transportation issues, analytical skills, commitment to the TOC, involvement in community organizations, and knowledge of government operations. Per the M2 Ordinance, individuals holding elected or appointed

public office or with financial conflicts of interest are prohibited from serving. Applicants are required to submit an “intent to resign” form to be eligible for consideration.

Following the initial screening process, 47 interviews were conducted by the Panel to gain as much insight as possible into the most qualified candidates.

The Panel is recommending 17 candidates for possible membership on the committee: three from the First Supervisorial District, five from the Third Supervisorial District, four from the Fourth Supervisorial District, and five from the Fifth Supervisorial District (Attachment E).

At the June 23, 2025 OCTA Board of Directors meeting, the Chair will select four names by lottery to fill the vacant positions. The four new members will begin serving their terms in July 2025. Each representative will serve a three-year term.

During the lottery process, the first name drawn from each supervisorial district will be the selected committee member. The remaining names will be drawn from each supervisorial district to establish a contingency list. Should a vacancy occur, finalists would be called upon to serve on the committee in the order in which the names were drawn.

#### **Resolutions for Outgoing Members**

Participation on the TOC requires dedication, time, and commitment. The volunteers who serve on the TOC provide expertise and insight, resulting in thoughtful discussions regarding the implementation and oversight of M2. In recognition of this contribution to the citizens of Orange County, resolutions of appreciation will be given to the following TOC members who have completed their terms: Naresh D. Patel – First Supervisorial District, Kirk Watilo – Third Supervisorial District, Tim Benson – Fourth Supervisorial District, and Mark W. Eisenberg – Fifth Supervisorial District.



***Summary***

The Panel has completed its recruitment for four open positions on the TOC for the First, Third, Fourth, and Fifth Supervisorial Districts. A lottery will be conducted to appoint new members, and outgoing members will receive resolutions of appreciation.

***Attachments***

- A. Measure M2 Taxpayer Oversight Committee Members Fiscal Year 2024-25
- B. Measure M2 Taxpayer Oversight Committee 2025 Recruitment Schedule Supervisorial Districts One, Three, Four, and Five
- C. Grand Jurors' Association of Orange County Taxpayer Oversight Committee Selection Panel 2025
- D. 2025-26 Taxpayer Oversight Committee Application
- E. Measure M2 Taxpayer Oversight Committee 2025 Finalists

**Prepared by:**



Marissa Espino  
Section Manager II,  
Public Outreach  
(714) 560-5607

**Approved by:**



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



**Measure M2  
Taxpayer Oversight Committee Members  
Fiscal Year 2024-25**

<b>District</b>	<b>Name</b>	<b>Term</b>	<b>Expiration</b>
<b>1</b>	Naresh D. Patel	3 Years	2025
<b>1</b>	Clayton D. King	3 Years	2027
<b>2</b>	Monica Shin	3 Years	2026
<b>2</b>	James Fuchs	3 Years	2027
<b>3</b>	Michael Neben	3 Years	2026
<b>3</b>	Kirk Watilo	3 Years	2025
<b>4</b>	James Evans	3 Years	2027
<b>4</b>	Tim Benson	3 Years	2025
<b>5</b>	Robert Dorneman	3 Years	2027
<b>5</b>	Mark W. Eisenberg	3 Years	2025
	Andrew Hamilton: Orange County Auditor-Controller		Required by M2 Ordinance

**MEASURE M2 TAXPAYER OVERSIGHT COMMITTEE  
2025 RECRUITMENT SCHEDULE  
SUPERVISORIAL DISTRICTS ONE, THREE, FOUR, AND FIVE**

Jan 20	Website updated with 2025 recruitment content and application Westways magazine distributed to Orange County subscribers
Jan 27	Planning meeting with Grand Jurors' Association of Orange County (GJAOC) Selection Panel
Feb 10 - May 4	First social media posts (Facebook, Instagram, X, LinkedIn and Nextdoor) and paid ads Bi-weekly blog in OCTA's On the Move Monthly call with GJAOC on recruitment status / weekly recap emails Posted on Orange County Register website
March 3	Info sent to OC Supervisorial offices, state and federal delegation, city public information officers, city clerks and city managers; Orange County Business Council, WTS Orange County, and other organizations for newsletters/blogs/social media)
March 13	Press release distributed
March 25	Posted on Người Việt and El Clasificado websites
May 4	Application deadline
May 1	GJAOC interview panel resume screening and interview scheduling
May 5 - 9	GJAOC selection panel scheduling and interviewing candidates
May 12 -16	GJAOC selection panel continues interviews and prepares finalist list
May 20	GJAOC selection panel submits list of finalists to OCTA
May 21 - May 28	Legal counsel review of finalists
June 23	OCTA Chair draws names at Board of Directors meeting

**GRAND JURORS' ASSOCIATION OF ORANGE COUNTY  
TAXPAYER OVERSIGHT COMMITTEE SELECTION PANEL  
2025**

William Underwood, Chair

Bette Flick

Christopher Evans

Patricia Whitman

Peter Hersh

# 2025-26 Taxpayer Oversight Committee Application

The Taxpayer Oversight Committee (TOC) is an independent committee formed after the passage of Measure M in 1990. The committee upholds the integrity of the measure by monitoring the use of OC Go (formerly Measure M) funds and ensuring that all revenue collected from OC Go is spent on voter-approved transportation projects. We are currently recruiting for districts 1, 3, 4 & 5.

For information on how members are chosen, committee responsibilities, and more please visit: <https://www.octa.net/About-OC-Go/Taxpayer-Oversight-Committee/>

All applications MUST be received no later than May 4, 2025. For additional information, please call 714-560-5643.

Failure to provide the information requested on this form will result in the denial of your application."

1. First Name \*

2. Middle Initial

3. Last Name \*

4. Email Address \*

5. Cell Phone

6. Home Phone \*

7. Home Street Address \*

8. City \*

9. State \*

10. Zip \*

11. Business Email Address

12. Business Phone

13. Business Street Address

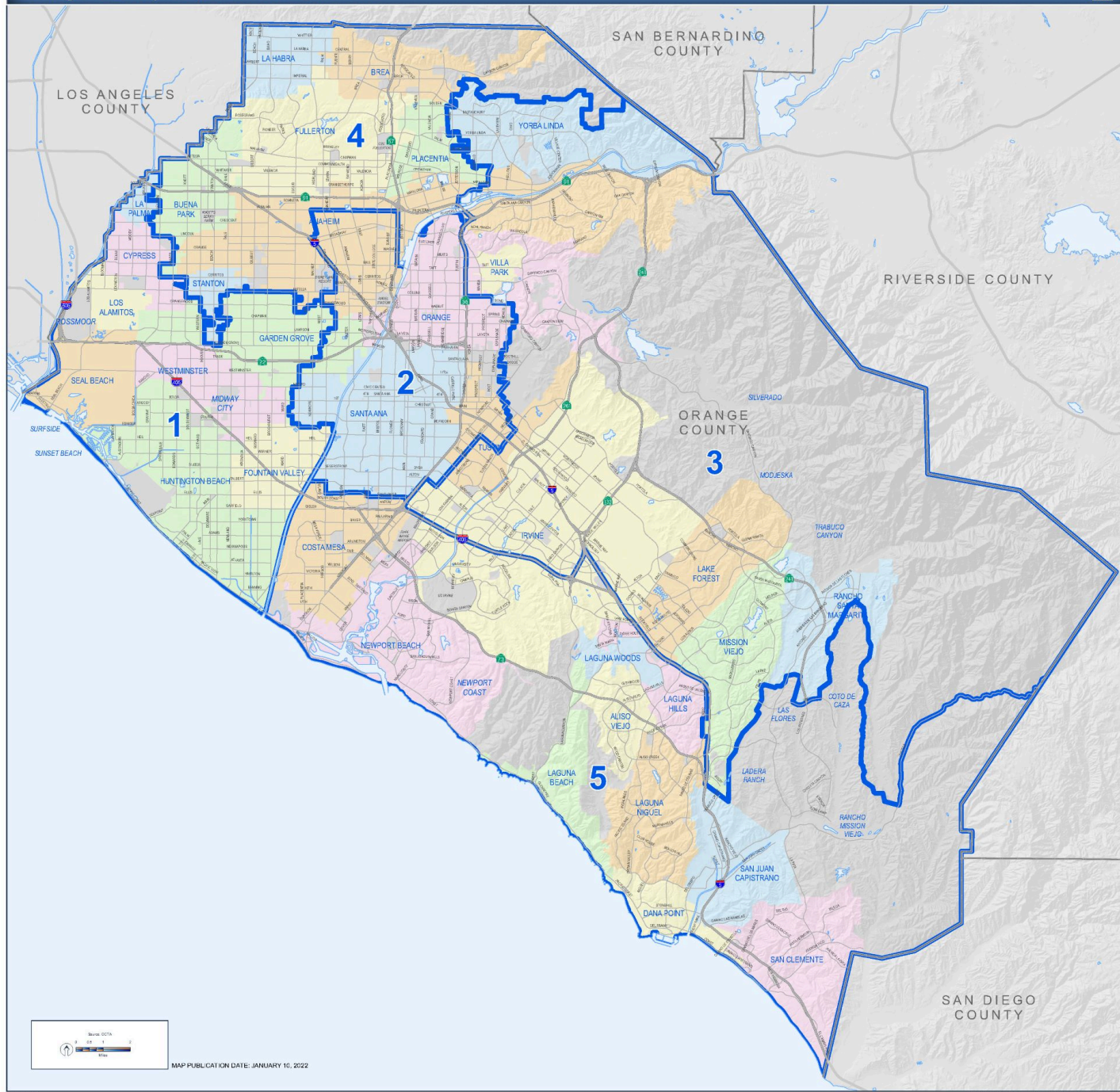
14. City

15. State

16. Zip

Click [here](#) to confirm your district.

## Orange County Supervisorial Districts



17. Supervisorial District Number (Visit <https://ocvote.gov/map-central> to confirm your district)) \*

☐ 1   ☐ 3   ☐ 4   ☐ 5

18. Present Employment Status \*

☐ Employed   ☐ Unemployed   ☐ Retired

21. How many years have you lived in Orange County? \*

22. Are you a citizen of the United States? \*

☐ Yes ☐ No

23. Are you a registered voter? \*

☐ Yes ☐ No

24. Have you (or your spouse) or any entity that you either work for or have a financial interest in, received any financial remuneration for goods or services provided by you, or by any entity you work for or have a financial interest in, that was paid for with OC Go revenues, either directly or indirectly, within the past 12 months?

*Required \**

☐ Yes ☐ No

25. Do you have any possible conflict of interest with respect to the allocation of OC Go revenues? \*

☐ Yes ☐ No

26. Are you currently an elected or appointed officer of any public entity? \*

☐ Yes ☐ No

27. Are you related to or closely associated with any elected official or public employee? \*

☐ Yes ☐ No

28. Have you ever been convicted of malfeasance in office, or of any felony? \*

☐ Yes ☐ No

29. As a member of any profession or organization, or as a holder of any office, have you ever been suspended, disbarred, or otherwise disqualified? \*

☐ Yes ☐ No

30. Do you personally have any past or pending issues related to development or transportation in any Orange County city? \*

☐ Yes ☐ No

31. Have you ever been involved in a lawsuit with OCTA? \*

☐ Yes ☐ No

32. Do you possess research abilities, including complex reading facility and capability to assess and analyze facts? \*

☐ Yes ☐ No

33. Is there any reason that you may be biased and not objective if you are chosen to serve as a member of the Taxpayer Oversight Committee? \*

☐ Yes ☐ No

34. While no specific time commitment is predetermined, are you willing to make a conscientious effort for a period of three years to give membership on this committee a priority and participate as necessary? \*

☐ Yes ☐ No

35. If you are presently active or have been active in the past five years in any organization, please give the organization name, nature of your activities and duties, and appropriate dates. \*

36. In what transportation-related activities have you been involved? \*

37. What do you know about OC Go/Measure M? \*

38. What specialized skill or expertise would you bring to the Oversight Committee? \*

39. EDUCATIONAL BACKGROUND: \*

40. Employment Background Summary \*

41. Upload Resume: \*

No files uploaded

42. How did you hear about the TOC? Select all that apply. \*

- ☐ Online LA Times
- ☐ Online OC Register
- ☐ Nextdoor
- ☐ LinkedIn
- ☐ Westways Magazine
- ☐ OCTA Website
- ☐ OCTA Blog E-Blast
- ☐ Professional Organization (Orange County Business Council, OC Tax, Women's Transportation Seminar, etc)
- ☐ Recommended by Friend or Family
- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ Other

43. Why do you wish to be considered for membership on the Taxpayer Oversight Committee? \*



44. I hereby declare the information provided in this Application for the Taxpayer Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statements may be verified and I give permission to do so. \*

No signature provided

## **MEASURE M2 TAXPAYER OVERSIGHT COMMITTEE 2025 FINALISTS**

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### **DISTRICT 1**

<b><u>NAME</u></b>	<b><u>CITY</u></b>
Ron Flores	Huntington Beach
David Malmud	Cypress
Minhquan Nguyen	Huntington Beach

### **DISTRICT 3**

<b><u>NAME</u></b>	<b><u>CITY</u></b>
Ted Flati	Yorba Linda
Jeffrey Haspell	Villa Park
Charles Jackson	Mission Viejo
Travis Lee	Irvine
Sheneui Weber	Irvine

### **DISTRICT 4**

<b><u>NAME</u></b>	<b><u>CITY</u></b>
Joyce Capelle	Buena Park
Glenn Casterline	Placentia
Reynaldo Obnamia	Placentia
Jeffrey Ogden	Placentia

### **DISTRICT 5**

<b><u>NAME</u></b>	<b><u>CITY</u></b>
Patrick Griffin	San Clemente
Patrick Purington	San Clemente
Harry Sloan	Costa Mesa
Larry Tekler	Costa Mesa
David Wood	Ladera Ranch



## **Call to Order**

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

**Directors Present:** 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  
John Stephens  
Kathy Tavoularis  
Mark Tettemer  
Donald P. Wagner  
Lan Zhou, Ex-Officio

**Directors Absent:** Vicente Sarmiento

**Staff Present:** Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Gina Ramirez, Assistant Clerk of the Board  
Andrea West, Clerk of the Board  
Sahara Meisenheimer, Clerk of the Board Specialist  
Cassie Trapesonian, Assistant General Counsel

### **1. Closed Session**

A Closed Session was held as follows:

Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 regarding the maintenance unit. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of People and Community Engagement and Teamsters Local 952 representative.

All members were present except Directors Leon and Sarmiento.

## **Special Calendar**

### **2. 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, presented this item.

A motion was made by Director Foley, seconded by Director Wagner, and declared passed by those present to reaffirm Resolution No. 2025-025 to 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 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

Director Leon was not present to vote on this item.

### **3. Approval of the Orange County Transportation Authority's Proposed Fiscal Year 2025-26 Budget and Personnel and Salary Resolution**

*(A transcript of this public hearing item is on file in the Clerk of the Board's office.)*

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and then introduced Andrew Oftelie, Chief Financial Officer, who presented this item.

The Clerk of the Board read the legal notification of the public hearing into the record.

Chair Chaffee opened the public hearing to solicit comments from the public. No public comments were received.

A discussion ensued between Board members and OCTA staff.

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

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2025-26 Budget.
- B. Approve the Personnel and Salary Resolution for fiscal year 2025-26.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements.

Director Wagner voted in opposition to this item.

A motion was made by Chair Chaffee, seconded by Director Foley, and following a roll call vote, declared passed 11-4, to:

- D. Approve the fiscal year 2025-26 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority operating subsidy, in an amount up to \$51,972,543, contingent upon all other member agencies agreeing to their respective operating subsidy contributions. In addition, approve the capital and rehabilitation expenditure budgets contingent upon all member agencies' approval of their respective capital and rehabilitation budgets. The Orange County Transportation Authority's budget for capital expenditures is \$3,084,444 and for rehabilitation expenditures is \$32,455,508.

Directors Amezcua, Jung, Tavoularis, and Wagner voted in opposition of this item.

Director Janet Nguyen abstained from voting on this item.

## **Consent Calendar (Items 4 through 18)**

### **4. Approval of Minutes**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to approve the minutes of the May 27, 2025, Orange County Transportation Authority and affiliated agencies' regular meeting.

### **5. Amendment to the 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3828 between the Orange County Transportation Authority and the Riverside County Transportation Commission, in the amount of \$584,138, for the reimbursement of shared operational expenses through June 30, 2026.

### **6. 91 Express Lanes Update for the Period Ending - March 31, 2025**

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

### **7. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2025-26**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to adopt Orange County Transportation Authority Resolution No. 2025-031 to establish the Orange County Transportation Authority General Fund appropriations limit at \$16,211,341, for fiscal year 2025-26.

**8. Annual Insurance Program Renewal**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59005, in an amount not to exceed \$716,580, to Marsh Risk and Insurance Services, Inc., to purchase excess workers' compensation insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2025, to June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59025, in an amount not to exceed \$1,200,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of July 1, 2025, to June 30, 2026.

**9. Draft 2025 State Route 91 Implementation Plan**

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

**10. Contracted Fixed-Route Services, Internal Audit Report No. 25-510**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to direct staff to implement two recommendations provided in Contracted Fixed-Route Services, Internal Audit Report No. 25-510.

**11. Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

**12. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

**13. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.

**14. Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

**15. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2025-26**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2025-030 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$2,449,984,516, for fiscal year 2025-26.

**16. Measure M2 Quarterly Progress Report for the Period of January 2025 through March 2025**

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

**17. Measure M2 Environmental Mitigation Program Update**

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

**18. Measure M2 Eligibility Update for the City of Buena Park**

A motion was made by Director Amezcua, seconded by Director Wagner, and declared passed by those present to direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.

**Regular Calendar**

There were no Regular Calendar matters.

**Discussion Items**

**19. Measure M2 Ten-Year Review Update**

Rose Casey, Executive Director of Planning, and Chris Boucly, Department Manager of External Affairs, presented on this item.

No action was taken on this information item.

**20. Fédération Internationale de Football Association World Cup 2026 / Los Angeles 2028 Olympic and Paralympic Games Update**

Rose Casey, Executive Director of Planning, presented this item.

No action was taken on this information item.

**21. Public Comments**

A public comment was heard from Paul Hyek.

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

Mr. Johnson, CEO, reported on the Mobility 21 Advocacy Trip in Washington D.C.

**23. Directors' Reports**

Director Foley announced that on June 14, 2025, the fourth annual Flag Day ceremony will be held in Dana Point at Baby Beach in recognition of the United States Army's birthday.





**24. Adjournment**

The meeting adjourned at 11:06 a.m.

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

**9:30 a.m., on Monday, June 23, 2025**

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST:


---

Gina Ramirez  
Assistant Clerk of the Board



## COMMITTEE TRANSMITTAL

**June 23, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board   
**Subject:** Third Quarter Fiscal Year 2024-25 Procurement Status Report

**Finance and Administration Committee Meeting of June 11, 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 as an information item.



***June 11, 2025***

**To:** Finance and Administration Committee

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

**Subject:** Third Quarter Fiscal Year 2024-25 Procurement Status Report

### ***Overview***

The third quarter procurement status report summarizes the procurement activities for information purposes to the Orange County Transportation Authority Board of Directors. This report focuses on procurement activity from January 1, 2025 through March 31, 2025, that was approved by the Board of Directors during this period. The third quarter procurement status report also projects future procurement activity for the fourth quarter as identified in the fiscal year 2024-25 budget.

### ***Recommendation***

Receive and file as an information item.

### ***Background***

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2024-25 Budget on June 24, 2024, which identifies the goods and services that will be purchased during the FY. A quarterly procurement report has been prepared detailing the procurement activity for line items that were approved by the Board during the third quarter of FY 2024-25. The report also provides a “look-ahead” of upcoming procurement activity by Board committee. The quarterly procurement report identifies contractual activity, not dollars spent.

### ***Discussion***

During the third quarter of FY 2024-25, the Contracts Administration and Materials Management Department handled 442 different contractual documents. Of the total, 277 contractual documents, valued at \$242,976,455

were completed; the remaining procurements will be executed during the fourth quarter of FY 2024-25.

In the third quarter, the Board acted on 17 procurements. The procurements were split between two agreements valued at \$3,659,260, one amendment valued at \$1,238,501, two cooperative agreements valued at \$5,149,680, two cooperative agreement amendments valued at \$2,010,000 and five option-term amendments valued at \$95,469,451, and five change orders valued at \$2,157,000. Attachment A shows a list of Board-approved procurements during the third quarter. Also included is a list of procurements approved by the Chief Executive Officer within the Board-delegated authority over \$250,000 up to \$500,000 as shown on Attachment B. Not all procurements are completed within the quarter in which they begin. Often, the procurements require cost and price reviews, as well as negotiations, which can lengthen the procurement process. Procurements not completed within the third quarter of FY 2024-25 are anticipated to be completed within the fourth quarter of FY 2024-25.

There are several procurements requiring Board approval throughout the fourth quarter of FY 2024-25 (April 1, 2025 through June 30, 2025) including:

- Add and Replace Existing Cradlepoint Routers
- Replacement of Mechanical Units at the Santa Ana Bus Base
- Construction Management Support Services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55
- On-Call Architectural and Engineering Design and Construction Support Services for Transit Facility Projects
- Oversight Services for the 405 Express Lanes Back-Office System/ Customer Service Center Operations

The estimated value of these fourth quarter procurements is \$346,984,993. Attachments C through G identify procurement activity anticipated in the fourth quarter of FY 2024-25 by the committee that will review the items.

### ***Summary***

This report provides an update of the procurement activity for the third quarter of FY 2024-25, January 1, 2025 through March 31, 2025, as well as a look-ahead at anticipated procurement activity for the fourth quarter of FY 2024-25. Staff recommends that this report be received and filed as an information item.

***Attachments***

- A. Board-Approved Contracts – Third Quarter Fiscal Year 2024-25
- B. Procurements Approved by CEO within Board-delegated Authority Third Quarter Fiscal Year 2024-25 Valued over \$250,000 - \$500,000
- C. Regional Transportation Planning Committee – Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)
- D. Transit Committee – Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)
- E. Finance and Administration Committee – Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)
- F. Legislative and Communications Committee – Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)
- G. Executive Committee – Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)

**Prepared by:**



Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
(714) 560-5619

**Approved by:**



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

## Board-Approved Contracts - Third Quarter Fiscal Year 2024-25

## NEW AGREEMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
Kleinfelder Construction Services	C42488	Public Outreach Consultant Services for the Interstate 5 improvement Project fro Interstate 405 to State Route 55	3/24/2025	3/31/2031	\$1,199,260
Air Products and Chemicals Inc.	C53892	Sole Source Agreement for Hydrogen Fueling Station Operation Maintenance, and Fuel Delivery	6/16/2025	6/15/2027	\$2,460,000
<b>TOTAL NUMBER OF CONTRACTS</b>					<b>2</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$3,659,260</b>

## AMENDMENTS TO EXISTING AGREEMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
HDR Engineering, Inc.	C13643	Amendment No. 2 for additional design services for the State Route 55 Improvement Project between Interstate 5 and State Route 91	2/10/2025	11/30/2029	\$1,238,501
<b>TOTAL NUMBER OF AMENDMENTS</b>					<b>1</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$1,238,501</b>

## COOPERATIVE AGREEMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
California Highway Patrol	C53865	Services Related to the Freeway Service Patrol Program			\$849,680
City of Santa Ana	C42053	First Street Multimodal Boulevard Study	2/18/2025	12/31/2027	\$4,300,000
<b>TOTAL NUMBER OF COOPERATIVE AMENDMENTS</b>					<b>2</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$5,149,680</b>

## AMENDMENTS TO COOPERATIVE AGREEMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
California Department of Transportation	C32384	Amendment No. 2 Additional Construction Capital and Construction Support Services for the Interstate 605/Katella Avenue Interchange Project	3/21/2025		\$1,760,000
Orange County Adult Achievement Center, doing business as My Day Counts Program	C42291	Amendment No. 1 to Provide Funding to Support Growth in Ridership	7/1/2025	6/30/2029	\$250,000
<b>TOTAL NUMBER OF COOPERATIVE AMENDMENTS</b>					<b>2</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$2,010,000</b>

## OPTION TERM AMENDMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
First Transit, Inc.	C02150	Amendment No. 7 Exercise the First Option Term to Provide Paratransit and Microtransit Services	1/1/2026	12/31/2027	\$79,867,843
Chandler Asset Management, Inc.	C71813	Amendment No. 2 to Exercise the Second Option Term to Continue Providing Investment Management Services	4/1/2025	3/31/2027	\$15,601,608
MetLife Investment Management LLC	C72062	Amendment No. 2 to Exercise the Second Option Term to Continue Providing Investment Management Services	4/1/2025	3/31/2027	\$15,601,608** Aggregate
Payden & Rygel	C72063	Amendment No. 3 to Exercise the Second Option Term to Continue Providing Investment Management Services	4/1/2025	3/31/2027	\$15,601,608** Aggregate
U.S. Bancorp Asset Management Inc., formerly known as PFM Asset Management , LLC	C72064	Amendment No. 3 to Exercise the Second Option Term to Continue Providing Investment Management Services	4/1/2025	3/31/2027	\$15,601,608** Aggregate
<b>TOTAL NUMBER OF OPTION TERM AMENDMENTS</b>					<b>5</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$95,469,451</b>

## Board-Approved Contracts - Third Quarter Fiscal Year 2024-25

### CHANGE ORDERS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
Walsh Construction Company II, LLC	C71904	Change Order No. 3.4 Removal and Disposal of Contaminated Materials	4/21/2025	12/19/2026	\$657,000
Walsh Construction Company II, LLC	C71904	Change Order No. 61.1 The Train-to-Wayside Control Loop Installed in Embedded Track	4/21/2025	12/19/2026	\$300,000
Walsh Construction Company II, LLC	C71904	Change Order No. 77.4 Pavement Modifications and Restoration	4/21/2025	12/19/2026	\$350,000
Walsh Construction Company II, LLC	C71904	Change Order No. 177.1 Traffic Signal Pole Foundation Services	5/5/2025	12/19/2026	\$100,000
Walsh Construction Company II, LLC	C71904	Change Order No. 275 Overhead Contact System Pole Modifications	4/21/2025	12/19/2026	\$750,000
<b>TOTAL NUMBER OF CHANGE ORDERS</b>					<b>5</b>
<b>TOTAL DOLLAR VALUE</b>					<b>\$2,157,000</b>

**Procurements Approved by CEO within Board-delegated Authority  
Third Quarter Fiscal Year 2024-25 Valued over \$250,000 - \$500,000**

T.Y. LIN INTERNATIONAL	C33028	Bridge and Drainage Facility InspectionServices on OC Streetcar Project	1/20/2025	12/30/2026	\$ 330,420
NCE	C42249	Pavement On Call Consultant	2/27/2025	6/30/2028	\$ 436,685
RODRIGUEZ CONSULTING GROUP	C42558	Measure M2 Eligibility Review ConsultantServices	1/28/2025	2/28/2030	\$ 428,375
JOANNA CAPELLE	C42620	Consultant Services for TransportationFunding Programs	3/12/2025	2/29/2028	\$ 434,000
WEST COAST ENGINEERING	C42631	Pavement Inspector Pre-QualificationProgram	3/6/2025	2/28/2029	\$ 430,000
CALIFORNIA HIGHWAY PATROL CHP	C42636	Cooperative Agreement with CHP I-405 Project	1/1/2025	12/31/2025	\$ 500,000
LSA	C42646	Long-Range Transportation Plan On-Call Support	2/18/2025	2/28/2027	\$ 300,000
SAITECH INC	C53884	Microsoft Surfaces and Accessories	3/6/2025	3/31/2027	\$ 490,000
<b>TOTAL DOLLAR VALUE:</b>					<b>\$ 3,349,480</b>

CEO - Chief Executive Officer  
 CHP - California Highway Patrol  
 I-405 - Interstate 405



**REGIONAL TRANSPORTATION PLANNING COMMITTEE - Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)**

<u>Committee Date</u>	<u>Item Description</u>	<u>Estimated Value</u>	<u>Division</u>
April 7, 2025	Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55	\$269,504,000	Capital Programs
	Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91	\$1,042,000	Capital Programs
	Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue	\$2,232,131	Capital Programs
May 5, 2025	Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue	\$267,725	Capital Programs
	Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55	\$22,698,965	Capital Programs
	Sole Source Agreement for Motorist Assistance Call Answering Services	\$645,455	Executive Division
June 2, 2025	Amendment to Cooperative Agreement with the City of Fountain Valley for the Interstate 405 Improvement Project from State Route 73 to Interstate 605	\$60,000	Capital Programs
	Amendment to Cooperative Agreement with the City of Seal Beach for the Interstate 405 Improvement Project from State Route 73 to Interstate 605	\$18,000	Capital Programs

**REGIONAL TRANSPORTATION PLANNING COMMITTEE - Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)**

Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605	\$7,117,306	Capital Programs
Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605	\$2,948,765	Capital Programs

**TRANSIT COMMITTEE - Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)**

<u>Committee Date</u>	<u>Item Description</u>	<u>Estimated Value</u>	<u>Division</u>
April 10, 2025	Agreement for Replacement of Mechanical Units at the Santa Ana Bus Base	\$4,593,000	Capital Programs
May 8, 2025	Contract Change Orders for Construction of the OC Streetcar Project	\$1,350,000	Capital Programs
	Amendment to Agreement for Operations and Maintenance Services for the OC Streetcar Project	\$5,938,641	Operations
	Consultant Selection for On-Call Architectural and Engineering Design and Construction Support Services for Transit Facility Projects	\$3,000,000	Capital Projects
	Amendment to Agreement for Mobile Ticketing Services	\$207,621	Finance and Administration
<hr/>			
June 12, 2025	Add and Replace Existing Cradlepoint IBR1100 and IBR1700 Routers with Cradlepoint R1900 Routers	\$4,708,765	Finance and Administration
<hr/>			
June 12, 2025	Amendment to Agreement for Coach Operator, Operations Instructors, and Field Supervisor Uniforms	\$497,179	Operations
	Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services	\$303,102	Operations

**FINANCE AND ADMINISTRATION COMMITTEE - Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)**

<u>Committee Date</u>	<u>Item Description</u>	<u>Estimated Value</u>	<u>Division</u>
April 23, 2025	None		
<hr/>			
May 14, 2025	Amendment to Agreement for On-Call Commercial Real Estate Brokerage Services	\$268,000	Capital Programs
May 28, 2025	Agreement for Oversight Services for the 405 Express Lanes Back-Office System/Customer Service Center Operations	\$895,000	Executive Division
	Amendment to the 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement	\$584,138	Executive Division
	Annual Insurance Program Renewal	\$1,200,000	People and Community Engagement
<hr/>			
June 11, 2025	None		
June 25, 2025	None		

**LEGISLATIVE AND COMMUNICATIONS COMMITTEE - Fourth Quarter Outlook (April 1, 2025 through June 30, 2025)**

<u>Committee Date</u>	<u>Item Description</u>	<u>Estimated Value</u>	<u>Division</u>
April 17, 2025	None		
May 15, 2025	Amendment to Agreement for Marketing Print Services	\$230,000	People and Community Engagement
	Amendment to Agreement for Public Information Marketing Program Services	\$350,000	People and Community Engagement
	Amendment to Agreement for Bus Mural Application Services	\$260,000	People and Community Engagement
June 19, 2025	None		


**EXECUTIVE COMMITTEE - FOURTH QUARTER Outlook (April 1, 2025 through June 30, 2025)**

<u>Committee Date</u>	<u>Item Description</u>	<u>Estimated Value</u>	<u>Division</u>
April 7, 2025	Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department	\$209,876	Executive Division
	Amendment to Agreement for Security Officer Services	\$332,158	Executive Division
<hr/>			
May 5, 2025	Cooperative Agreement with the County of Orange, Orange County Sheriff's Department	\$15,523,166	Executive Division
<hr/>			
June 2, 2025	None		



## COMMITTEE TRANSMITTAL

**June 23, 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 – April 2025

Finance and Administration Committee Meeting of June 11, 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.





**June 11, 2025**

**To:** Finance and Administration Committee

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

**Subject:** Orange County Transportation Authority Investment and Debt Programs Report – April 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 April 30, 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 April 30, 2025, the Orange County Transportation Authority's (OCTA) outstanding investments totaled \$2.9 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 the OCTA's managed portfolio is 4.35 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 4.28 percent. The 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 \$47,828, with the monthly gross yield of 4.17 percent. The 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 April, one security held within OCTA's investment portfolio was downgraded by S&P Global Ratings. As of April 30, 2025, the security still meets 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 the 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of \$1.2 billion as of April 30, 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 April 30, 2025.

***Attachments***

- A. Orange County Transportation Authority Investment and Debt Programs  
– For the Period Ending April 30, 2025
- B. Orange County Transportation Authority Portfolio Listing as of  
April 30, 2025

**Prepared by:**



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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  
April 30, 2025**

# INVESTMENT PROGRAM

# OCTA Investment Dashboard

4/30/2025

## Safety of Principal

Securities that fell below OCTA's minimum credit quality requirements during the month of April 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

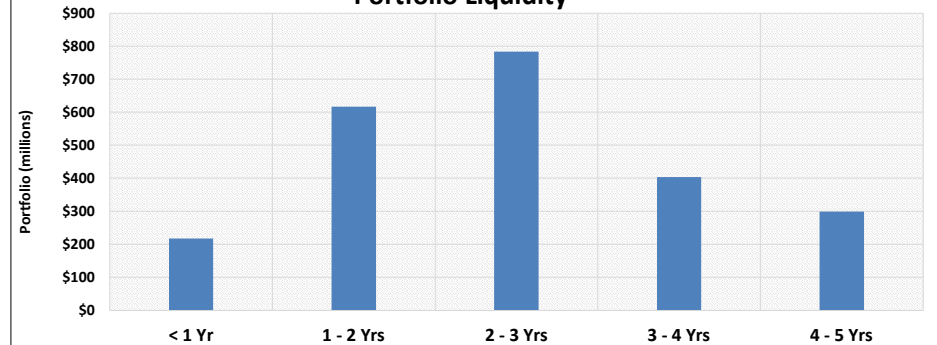
Securities downgraded or placed on Negative Credit Watch during the month of April 2025,

but remain in compliance with OCTA's Investment Policy:

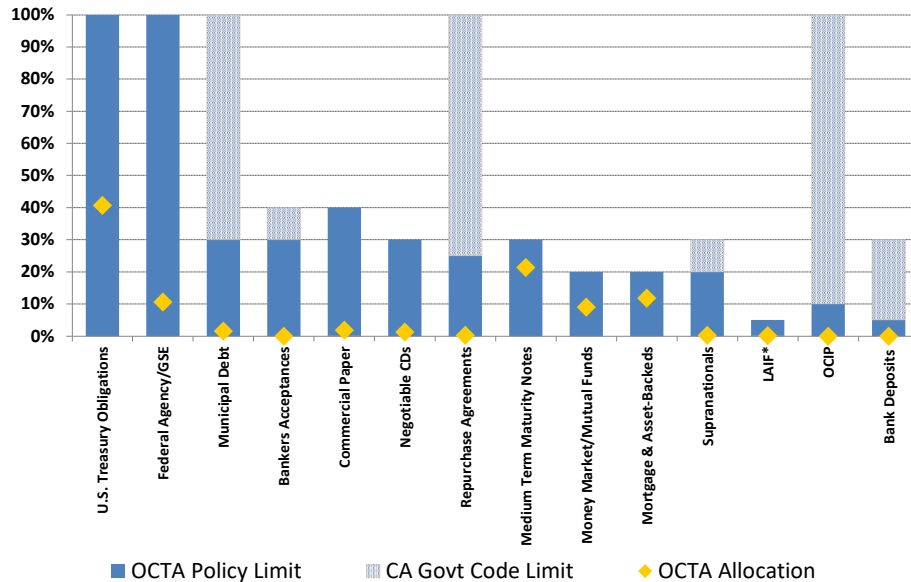
One security held within OCTA's investment portfolio was either downgraded or placed on Negative Credit Watch during the month.

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

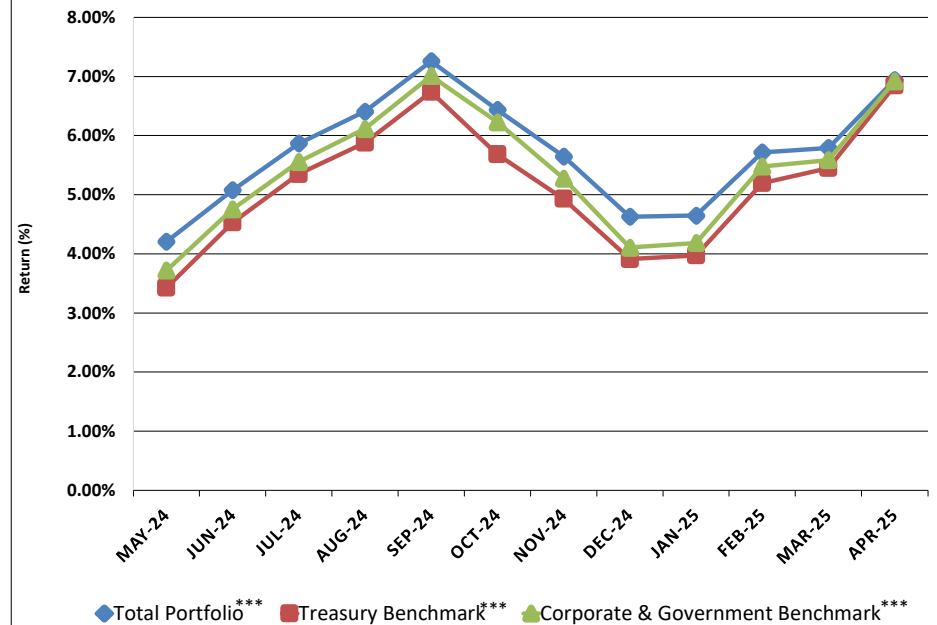
## Portfolio Liquidity<sup>(1)</sup>



## Portfolio Diversification \*\*



## Total Return - 12 Month<sup>(1)</sup>



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 April 30, 2025, 8.4% 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

4/30/2025

Portfolio Subject to Investment Policy			
Managed/Liquid Portfolio <sup>1</sup>	Dollar Amount Invested	Percent Of Portfolio	Maximum Percentages
U.S. Treasury Obligations	\$ 1,060,490,952	40.8%	100%
Federal Agency/GSE	279,682,077	10.7%	100%
Municipal Debt	\$ 43,196,157	1.7%	30%
Commercial Paper	51,426,916	2.0%	40%
Negotiable Certificates of Deposit	\$ 35,775,000	1.4%	30%
Repurchase Agreements	8,000,000	0.3%	25%
Medium Term Maturity Notes/Corporates	\$ 558,049,958	21.4%	30%
Money Market/Mutual Funds	237,924,575	9.1%	20%
Mortgage & Asset-Backed	\$ 310,657,847	11.9%	20%
Supranationals	8,423,771	0.3%	20%
Local Agency Investment Fund	\$ 7,279,072	0.3%	\$ 75 Million
Orange County Investment Pool	47,828	0.0%	10%
Bank Deposits	\$ 874,336	0.0%	5%
<b>Total Managed/Liquid Portfolio<sup>2</sup></b>	<b>\$ 2,601,828,488</b>		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of \$218,366,850 (8.4% 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
<b><u>Liquid Portfolio*</u></b>					
Government Obligations MMKT Fund	177,582,758	"AAAm"	N/A	AAA Category	N/A
Government Obligations MMKT Fund	11,655,604	"AAAm"/"Aammf"	N/A	AAA Category	N/A
Government Obligations MMKT Fund **	82,020,341	"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 **	20,880,921	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Bank Deposits	113,983	N/A	N/A	N/A	N/A
<b>Total Liquid Portfolio</b>	<b>\$ 317,253,607</b>				
<b><u>Reserve Funds Portfolio</u></b>					
Government Obligations MMKT Fund	\$ 5,367,195	"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 ***	959	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Bank Deposits	195,789				
<b>Total Reserve Funds Portfolio</b>	<b>\$ 13,563,942</b>				
<b>Total Portfolio Subject to Indenture</b>	<b>\$ 330,817,550</b>				
<b>Portfolio Total</b>	<b>\$ 2,932,646,038</b>				

\* 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**  
**4/30/2025**

Book/Market Value	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
<b>Total Portfolio:</b>					
Book Value	\$ 575,410,104	\$ 576,797,592	\$ 579,745,834	\$ 586,153,369	\$ 2,318,106,899
Market Value with Accrued Interest	\$ 589,384,757	\$ 590,023,657	\$ 591,414,546	\$ 594,575,111	\$ 2,365,398,071
<b>1-3 Year Portfolio:</b>					
Book Value	\$ 379,124,450	\$ 384,373,798	\$ 409,102,999	\$ 389,550,130	\$ 1,562,151,377
Market Value with Accrued Interest	\$ 388,337,466	\$ 393,693,990	\$ 417,689,177	\$ 396,351,380	\$ 1,596,072,013
<b>1-5 Year Portfolio:</b>					
Book Value	\$ 196,285,655	\$ 192,423,794	\$ 170,642,836	\$ 196,603,239	\$ 755,955,523
Market Value with Accrued Interest	\$ 201,047,291	\$ 196,329,667	\$ 173,725,369	\$ 198,223,731	\$ 769,326,059

Sector Allocation	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
<b>Total Portfolio:</b>					
U.S. Treasury Obligations	39.0%	47.3%	45.1%	51.5%	45.7%
Federal Agency/GSE	25.7%	5.2%	14.4%	3.1%	12.1%
Municipal Debt	0.3%	5.4%	0.2%	1.6%	1.9%
Negotiable Certificates of Deposit	0.0%	0.0%	1.9%	0.0%	0.5%
Medium Term Maturity Notes	22.9%	27.1%	21.7%	24.5%	24.1%
Money Market/Mutual Funds	2.9%	0.5%	0.3%	3.0%	1.7%
Mortg & Asset Backed Sec	7.7%	13.0%	16.5%	16.3%	13.4%
Supranationals	1.5%	0.0%	0.0%	0.0%	0.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
<b>1-3 Year Portfolio:</b>					
U.S. Treasury Obligations	38.0%	47.4%	45.5%	50.2%	45.3%
Federal Agency/GSE	21.2%	5.0%	13.1%	3.4%	10.7%
Municipal Debt	0.0%	5.5%	0.2%	1.7%	1.8%
Negotiable Certificates of Deposit	0.0%	0.0%	1.9%	0.0%	0.5%
Medium Term Maturity Notes	26.7%	27.0%	21.4%	24.7%	24.9%
Money Market/Mutual Funds	3.2%	0.4%	0.2%	3.4%	1.8%
Mortg & Asset Backed Sec	9.6%	12.7%	17.7%	16.6%	14.2%
Supranationals	1.3%	0.0%	0.0%	0.0%	0.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
<b>1-5 Year Portfolio:</b>					
U.S. Treasury Obligations	41.0%	47.3%	44.1%	53.9%	46.7%
Federal Agency/GSE	34.4%	5.7%	17.6%	2.4%	15.0%
Municipal Debt	0.9%	5.3%	0.2%	1.4%	2.0%
Negotiable Certificates of Deposit	0.0%	0.0%	1.7%	0.0%	0.4%
Medium Term Maturity Notes	15.7%	27.4%	22.3%	24.2%	22.4%
Money Market/Mutual Funds	2.2%	0.7%	0.3%	2.3%	1.4%
Mortg & Asset Backed Sec	4.0%	13.7%	13.8%	15.8%	11.7%
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
<b>Total Portfolio:</b>							
Weighted Average Life	2.22	2.12	2.08	2.20	2.16	n/a	n/a
Duration	2.05	1.95	1.94	2.04	1.99	1.98	1.99
Monthly Yield (Annualized)	3.97%	4.00%	3.97%	4.00%	3.98%	3.68%	3.91%
<b>1-3 Year Portfolio:</b>							
Weighted Average Life	1.94	1.84	1.85	1.93	1.89	n/a	n/a
Duration	1.81	1.69	1.73	1.80	1.75	1.75	1.75
Monthly Yield (Annualized)	3.99%	4.01%	3.97%	4.01%	4.00%	3.68%	3.90%
<b>1-5 Year Portfolio:</b>							
Weighted Average Life	2.77	2.70	2.66	2.74	2.72	n/a	n/a
Duration	2.52	2.46	2.45	2.52	2.49	2.47	2.49
Monthly Yield (Annualized)	3.92%	3.96%	3.97%	3.99%	3.96%	3.67%	3.93%

Portfolio Performance (Total Rate of Return)	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
<b>Total Portfolio:</b>							
Monthly Return ***	0.81%	0.78%	0.79%	0.83%	0.80%	0.85%	0.82%
Three Months Return ***	2.14%	2.05%	2.04%	2.16%	2.10%	2.13%	2.09%
<b>1-3 Year Portfolio:</b>							
Monthly Return ***	0.76%	0.71%	0.73%	0.77%	0.74%	0.79%	0.76%
Three Months Return ***	2.03%	1.87%	1.89%	2.01%	1.95%	1.95%	1.92%
<b>1-5 Year Portfolio:</b>							
Monthly Return ***	0.92%	0.94%	0.93%	0.95%	0.93%	0.99%	0.94%
Three Months Return ***	2.38%	2.44%	2.42%	2.47%	2.43%	2.51%	2.45%

\* 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

4/30/2025

<u>Investment Manager / Security</u>	<u>Par Amount</u>	<u>Maturity</u>	<u>S&amp;P</u>	<u>Moody's</u>	<u>Fitch Ratings</u>
<b>Rating Downgrades:</b>					
<b>MetLife</b>					
MUNICIPAL IMPROVEMENT CORPORATION OF LOS ANGELES	\$ 1,600,000	11/1/2025	A+	NA	NA
<p>On April 25, 2025, S&amp;P downgraded Municipal Improvement Corporation of Los Angeles (the Corporation) by one notch to A+ from AA-. The Corporation is a nonprofit entity and a component unit of the City of Los Angeles (the City). These bonds are appropriation-backed instruments supported by the City. The downgrade reflects concerns about the City's weakening financial position and increased litigation risk related to the historic fires in January. However, the extent of the City's liability relative to that of utility companies remain uncertain. Despite the downgrade, the security remains compliant with the Investment Policy. The investment manager recommends holding the securities, maintaining a positive outlook based on the City's healthy liquidity and strong market access, which provides flexibility to meet potential financing needs.</p>					
<b>- Rating below minimum requirements:</b>					
KEYBANK NATIONAL ASSOCIATION	\$ 1,675,000	08/08/2025 - 01/26/2026	BBB+	Baa1	BBB+
<p>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.</p>					
<b>Negative Credit Watch:</b>					
N/A					

# **DEBT PROGRAM**

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

# Outstanding Debt<sup>1</sup>

## As of 4/30/2025

### 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

<b>Sub-total M2 Outstanding Debt</b>	<b>\$</b>	<b>529,450,000</b>
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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

<b>Sub-total 91 Express Lanes Outstanding Debt</b>	<b>\$</b>	<b>41,725,000</b>
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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

<b>Sub-total 405 Express Lanes Outstanding Debt</b>	<b>\$</b>	<b>637,535,814</b>
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<b>TOTAL OUTSTANDING DEBT:</b>	<b>\$</b>	<b>1,208,710,814</b>
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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 April 30, 2025

LIQUID PORTFOLIO					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<b><u>CASH EQUIVALENTS</u></b>					
BANK DEPOSITS - BMO BANK	N/A	N/A	709,891	709,891	0.00
BANK DEPOSITS - BANK OF NEW YORK	N/A	N/A	188,831	188,831	0.00
FEDERATED MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	69,384,211	69,384,211	4.19
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	25,479,436	4.33
BARCLAYS COMMERCIAL PAPER	1/7/2025	7/7/2025	26,012,886	26,375,673	4.39
FIDELITY MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	177,582,758	177,582,758	4.24
FEDERATED GOVERNMENT OBLIGATIONS FUND	N/A	N/A	11,655,604	11,655,604	4.23
FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	N/A	40,000,000	40,000,000	4.25
DREYFUS MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	41,005,673	41,005,673	4.21
INVESCO MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	48,703,553	48,703,553	4.28
<b>SUB-TOTAL</b>			<b>465,657,437</b>	<b>466,085,630</b>	
<b><u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u></b>	N/A	N/A	<b>7,279,072</b>	<b>7,279,072</b>	4.28
<b><u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u></b>	N/A	N/A	<b>47,828</b>	<b>47,828</b>	4.17
<b>LIQUID PORTFOLIO - TOTAL</b>			<b>\$ 472,984,337</b>	<b>\$ 473,412,530</b>	
MANAGED PORTFOLIO					
DESCRIPTION	SETTLE DATE	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<b><u>MONEY MARKET FUNDS</u></b>					
FIRST AMER:GVT OBLG Z	Various	4/30/2025	38,831,138	38,831,138	4.23
<b>SUB-TOTAL</b>			<b>38,831,138</b>	<b>38,831,138</b>	
<b><u>REPURCHASE AGREEMENT</u></b>					
METLIFE CREDIT AG REPO	4/30/2025	5/1/2025	8,000,000	8,000,000	4.35
<b>SUB-TOTAL</b>			<b>8,000,000</b>	<b>8,000,000</b>	
<b><u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u></b>					
COOPERATIVE RABOBANK U.A., NEW YORK BRANCH	7/20/2023	7/17/2026	3,450,000	3,504,027	3.76
CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK	2/5/2024	2/1/2027	3,750,000	3,787,388	4.15
NATIXIS, NEW YORK BRANCH	9/20/2023	9/18/2026	3,575,000	3,644,355	3.79
<b>SUB-TOTAL</b>			<b>10,775,000</b>	<b>10,935,770</b>	
<b><u>U.S. TREASURY OBLIGATIONS</u></b>					
UNITED STATES TREASURY	10/15/2021	5/31/2025	7,357,324	7,473,600	4.39
UNITED STATES TREASURY	11/22/2021	6/30/2025	6,811,055	6,953,730	4.20
UNITED STATES TREASURY	1/6/2022	7/31/2025	7,729,375	7,919,040	4.27
UNITED STATES TREASURY	3/23/2022	7/31/2025	6,979,688	7,424,100	4.27
UNITED STATES TREASURY	4/29/2022	9/30/2025	2,161,338	2,139,250	4.21
UNITED STATES TREASURY	5/6/2022	9/30/2025	7,002,734	6,965,000	4.21
UNITED STATES TREASURY	6/3/2022	10/31/2025	8,032,813	7,952,880	4.20
UNITED STATES TREASURY	6/10/2022	11/15/2025	6,818,164	6,929,020	4.16
UNITED STATES TREASURY	8/19/2022	11/15/2025	7,750,938	7,918,880	4.16
UNITED STATES TREASURY	9/19/2022	6/30/2027	294,035	297,891	3.59
UNITED STATES TREASURY	10/6/2022	6/30/2027	4,354,629	4,468,365	3.59
UNITED STATES TREASURY	10/24/2022	3/31/2027	4,150,547	4,407,885	3.61
UNITED STATES TREASURY	12/1/2022	4/30/2027	8,049,434	8,360,855	3.61
UNITED STATES TREASURY	12/21/2022	6/30/2027	2,925,820	2,978,910	3.59
UNITED STATES TREASURY	1/12/2023	2/15/2027	8,006,270	8,295,150	3.65
UNITED STATES TREASURY	2/10/2023	8/31/2027	7,737,813	7,916,240	3.60
UNITED STATES TREASURY	5/17/2023	11/15/2027	3,778,750	3,870,640	3.59
UNITED STATES TREASURY	5/17/2023	7/31/2027	3,865,469	3,926,560	3.60
UNITED STATES TREASURY	6/9/2023	9/30/2027	6,517,012	6,583,005	3.57
UNITED STATES TREASURY	7/5/2023	12/31/2026	7,083,689	7,574,020	3.67
UNITED STATES TREASURY	9/1/2023	8/15/2026	2,985,938	3,020,040	3.84
UNITED STATES TREASURY	9/6/2023	8/31/2028	220,060	225,166	3.62
UNITED STATES TREASURY	9/11/2023	8/15/2026	1,980,625	2,014,680	3.79
UNITED STATES TREASURY	9/12/2023	8/15/2026	6,441,855	6,547,710	3.79
UNITED STATES TREASURY	9/15/2023	8/15/2026	5,448,223	5,540,370	3.79
UNITED STATES TREASURY	9/19/2023	12/31/2026	4,933,887	5,286,435	3.67
UNITED STATES TREASURY	9/22/2023	8/15/2026	543,641	554,037	3.79
UNITED STATES TREASURY	10/2/2023	9/30/2028	6,785,827	6,997,977	3.62
UNITED STATES TREASURY	10/5/2023	9/15/2026	4,467,129	4,552,200	3.75
UNITED STATES TREASURY	10/17/2023	9/30/2028	1,444,279	1,496,618	3.62
UNITED STATES TREASURY	11/1/2023	9/30/2028	6,762,269	7,039,263	3.62
UNITED STATES TREASURY	11/1/2023	10/15/2026	4,367,688	4,455,352	3.73
UNITED STATES TREASURY	11/10/2023	10/15/2026	3,988,750	4,050,320	3.73
UNITED STATES TREASURY	11/14/2023	10/15/2026	4,974,609	5,062,900	3.73
UNITED STATES TREASURY	11/15/2023	11/15/2026	4,969,531	5,067,200	3.72
UNITED STATES TREASURY	12/1/2023	11/30/2028	6,415,842	6,551,614	3.64
UNITED STATES TREASURY	12/11/2023	11/15/2026	7,560,352	7,600,800	3.72
UNITED STATES TREASURY	12/12/2023	11/15/2026	2,808,859	2,837,632	3.72
UNITED STATES TREASURY	12/15/2023	11/15/2026	3,518,730	3,547,040	3.72
UNITED STATES TREASURY	12/15/2023	11/15/2026	301,605	303,681	3.80
UNITED STATES TREASURY	1/2/2024	12/15/2026	10,465,219	10,470,438	3.69
UNITED STATES TREASURY	1/5/2024	12/15/2026	9,561,602	9,601,270	3.69
UNITED STATES TREASURY	1/9/2024	12/15/2026	5,036,328	5,053,300	3.69
UNITED STATES TREASURY	1/11/2024	6/30/2027	6,514,965	6,652,899	3.59
UNITED STATES TREASURY	1/19/2024	1/15/2027	2,863,657	2,890,726	3.66
UNITED STATES TREASURY	1/22/2024	12/31/2026	8,739,629	9,131,115	3.67
UNITED STATES TREASURY	2/1/2024	1/15/2027	10,395,058	10,451,861	3.66
UNITED STATES TREASURY	2/8/2024	8/31/2026	15,161,405	15,910,845	3.77

**Orange County Transportation Authority**  
**Portfolio Listing**  
**As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
UNITED STATES TREASURY	2/15/2024	8/31/2026	13,678,711	14,416,350	3.77
UNITED STATES TREASURY	2/16/2024	2/15/2027	3,219,785	3,275,903	3.66
UNITED STATES TREASURY	2/20/2024	2/15/2027	847,185	861,814	3.66
UNITED STATES TREASURY	3/1/2024	2/15/2027	16,567,753	16,843,179	3.66
UNITED STATES TREASURY	3/12/2024	2/15/2027	7,964,063	8,063,760	3.66
UNITED STATES TREASURY	3/15/2024	11/15/2028	4,757,617	4,916,600	3.63
UNITED STATES TREASURY	3/15/2024	12/31/2026	6,673,458	7,000,714	3.68
UNITED STATES TREASURY	4/1/2024	2/28/2029	936,753	954,869	3.65
UNITED STATES TREASURY	4/1/2024	3/15/2027	761,773	773,461	3.63
UNITED STATES TREASURY	4/5/2024	3/15/2027	4,889,986	4,979,471	3.63
UNITED STATES TREASURY	4/8/2024	3/15/2027	4,219,287	4,297,005	3.63
UNITED STATES TREASURY	4/15/2024	4/15/2027	4,096,797	4,167,732	3.62
UNITED STATES TREASURY	4/19/2024	8/15/2028	9,283,594	9,773,400	3.61
UNITED STATES TREASURY	5/1/2024	4/15/2027	618,604	635,325	3.62
UNITED STATES TREASURY	5/13/2024	4/15/2027	4,106,953	4,193,145	3.62
UNITED STATES TREASURY	5/20/2024	6/30/2027	4,073,523	4,199,762	3.59
UNITED STATES TREASURY	5/28/2024	5/15/2027	1,739,609	1,780,083	3.62
UNITED STATES TREASURY	6/3/2024	5/31/2029	999,180	1,031,210	3.67
UNITED STATES TREASURY	6/3/2024	5/15/2027	13,039,841	13,335,361	3.62
UNITED STATES TREASURY	6/11/2024	5/15/2027	6,942,813	7,069,471	3.62
UNITED STATES TREASURY	6/12/2024	5/15/2027	1,993,047	2,034,380	3.62
UNITED STATES TREASURY	6/17/2024	5/15/2027	4,437,311	4,526,496	3.62
UNITED STATES TREASURY	7/1/2024	6/15/2027	3,756,849	3,823,420	3.59
UNITED STATES TREASURY	7/2/2024	10/31/2027	5,342,742	5,651,555	3.60
UNITED STATES TREASURY	7/3/2024	3/31/2027	7,438,488	7,689,311	3.61
UNITED STATES TREASURY	7/3/2024	3/31/2027	6,467,221	6,684,234	3.62
UNITED STATES TREASURY	7/5/2024	5/15/2027	10,468,418	10,680,495	3.62
UNITED STATES TREASURY	8/1/2024	7/15/2027	15,348,419	15,466,107	3.61
UNITED STATES TREASURY	8/5/2024	7/15/2027	4,981,561	5,004,637	3.61
UNITED STATES TREASURY	8/12/2024	7/15/2027	7,336,722	7,357,071	3.61
UNITED STATES TREASURY	8/16/2024	7/31/2029	2,018,750	2,025,080	3.68
UNITED STATES TREASURY	8/16/2024	6/30/2029	3,190,311	3,221,781	3.67
UNITED STATES TREASURY	8/16/2024	12/31/2028	11,160,625	11,241,125	3.64
UNITED STATES TREASURY	8/16/2024	8/15/2028	1,928,359	1,954,680	3.61
UNITED STATES TREASURY	8/16/2024	5/31/2028	4,115,146	4,152,594	3.60
UNITED STATES TREASURY	8/16/2024	2/29/2028	2,008,984	2,021,560	3.60
UNITED STATES TREASURY	8/16/2024	10/31/2027	2,560,436	2,640,480	3.60
UNITED STATES TREASURY	8/21/2024	12/31/2026	9,320,309	9,515,583	3.67
UNITED STATES TREASURY	8/21/2024	7/31/2026	3,769,746	3,775,800	3.80
UNITED STATES TREASURY	9/3/2024	4/30/2029	2,893,008	2,913,060	3.66
UNITED STATES TREASURY	9/3/2024	5/31/2028	2,989,102	3,001,980	3.60
UNITED STATES TREASURY	9/3/2024	8/15/2027	8,781,178	8,814,518	3.59
UNITED STATES TREASURY	9/10/2024	8/15/2027	11,546,270	11,538,640	3.59
UNITED STATES TREASURY	9/12/2024	8/31/2026	3,878,466	3,865,782	3.83
UNITED STATES TREASURY	9/26/2024	5/31/2029	4,828,516	4,827,750	3.67
UNITED STATES TREASURY	9/27/2024	6/30/2029	3,771,809	3,763,150	3.67
UNITED STATES TREASURY	9/27/2024	11/15/2027	4,817,578	4,838,300	3.59
UNITED STATES TREASURY	9/27/2024	9/15/2027	1,421,382	1,418,431	3.58
UNITED STATES TREASURY	9/30/2024	9/30/2029	6,637,271	6,598,862	3.69
UNITED STATES TREASURY	9/30/2024	2/15/2028	7,320,703	7,333,875	3.59
UNITED STATES TREASURY	9/30/2024	9/15/2027	3,087,285	3,085,709	3.58
UNITED STATES TREASURY	10/1/2024	9/30/2029	34,159,484	34,016,387	3.69
UNITED STATES TREASURY	10/1/2024	9/15/2027	19,930,406	19,947,616	3.58
UNITED STATES TREASURY	10/3/2024	12/31/2028	2,316,262	2,308,445	3.64
UNITED STATES TREASURY	10/3/2024	10/31/2027	3,645,000	3,705,937	3.60
UNITED STATES TREASURY	10/3/2024	3/31/2027	18,519,805	18,611,070	3.61
UNITED STATES TREASURY	10/4/2024	1/31/2029	3,298,750	3,289,618	3.65
UNITED STATES TREASURY	10/4/2024	11/15/2028	2,065,219	2,064,972	3.63
UNITED STATES TREASURY	10/4/2024	9/15/2027	14,431,348	14,433,155	3.58
UNITED STATES TREASURY	10/7/2024	5/31/2029	2,862,422	2,896,650	3.67
UNITED STATES TREASURY	10/7/2024	3/31/2027	5,125,170	5,181,714	3.61
UNITED STATES TREASURY	10/8/2024	10/31/2027	902,305	926,484	3.60
UNITED STATES TREASURY	10/8/2024	6/30/2027	6,635,830	6,702,548	3.59
UNITED STATES TREASURY	10/8/2024	6/30/2027	3,932,344	3,971,406	3.59
UNITED STATES TREASURY	10/9/2024	8/31/2028	1,883,025	1,893,438	3.62
UNITED STATES TREASURY	10/9/2024	3/31/2027	4,836,914	4,896,875	3.62
UNITED STATES TREASURY	10/22/2024	11/15/2028	2,333,063	2,359,968	3.63
UNITED STATES TREASURY	10/25/2024	7/31/2028	3,513,809	3,554,950	3.61
UNITED STATES TREASURY	10/29/2024	1/31/2029	2,238,750	2,277,428	3.65
UNITED STATES TREASURY	10/29/2024	10/15/2027	1,987,813	2,013,200	3.59
UNITED STATES TREASURY	10/31/2024	7/31/2029	8,956,406	9,112,860	3.68
UNITED STATES TREASURY	11/1/2024	10/15/2027	28,308,905	28,688,100	3.59
UNITED STATES TREASURY	11/4/2024	2/15/2029	1,878,281	1,927,900	3.65
UNITED STATES TREASURY	11/4/2024	10/15/2027	3,820,674	3,875,410	3.59
UNITED STATES TREASURY	11/5/2024	6/30/2027	1,887,637	1,916,432	3.59
UNITED STATES TREASURY	11/7/2024	10/31/2027	3,673,023	3,798,896	3.60
UNITED STATES TREASURY	11/7/2024	10/31/2027	1,612,547	1,667,672	3.60
UNITED STATES TREASURY	11/7/2024	10/15/2027	1,982,500	2,013,200	3.59
UNITED STATES TREASURY	11/12/2024	10/31/2029	2,493,262	2,544,250	3.69
UNITED STATES TREASURY	11/12/2024	12/31/2027	3,963,125	4,030,920	3.57
UNITED STATES TREASURY	11/15/2024	1/31/2028	7,317,480	7,482,150	3.59
UNITED STATES TREASURY	11/22/2024	10/31/2026	3,844,168	3,882,002	3.73
UNITED STATES TREASURY	11/26/2024	11/15/2027	696,227	708,939	3.59
UNITED STATES TREASURY	11/26/2024	10/31/2026	696,746	703,990	3.73
UNITED STATES TREASURY	11/27/2024	1/31/2029	7,929,375	8,097,520	3.65
UNITED STATES TREASURY	11/27/2024	7/31/2028	3,983,750	4,062,800	3.61
UNITED STATES TREASURY	12/2/2024	11/30/2029	9,890,434	10,049,239	3.69

**Orange County Transportation Authority  
Portfolio Listing  
As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
UNITED STATES TREASURY	12/2/2024	11/15/2027	6,205,491	6,284,238	3.59
UNITED STATES TREASURY	12/6/2024	11/15/2027	3,820,368	3,873,845	3.59
UNITED STATES TREASURY	12/9/2024	11/30/2029	1,946,593	1,975,230	3.69
UNITED STATES TREASURY	12/10/2024	11/30/2029	4,009,844	4,072,640	3.69
UNITED STATES TREASURY	12/10/2024	11/15/2027	3,827,689	3,873,845	3.59
UNITED STATES TREASURY	12/16/2024	2/28/2029	7,999,063	8,170,000	3.65
UNITED STATES TREASURY	12/16/2024	11/15/2027	3,825,149	3,873,845	3.59
UNITED STATES TREASURY	12/17/2024	12/15/2027	2,981,016	3,031,980	3.57
UNITED STATES TREASURY	12/18/2024	11/30/2027	3,839,429	3,901,505	3.60
UNITED STATES TREASURY	12/20/2024	6/30/2028	7,409,473	7,591,725	3.59
UNITED STATES TREASURY	12/24/2024	10/31/2027	6,102,734	6,300,608	3.60
UNITED STATES TREASURY	12/24/2024	6/30/2027	7,308,398	7,447,275	3.59
UNITED STATES TREASURY	1/2/2025	12/31/2029	5,486,569	5,646,136	3.71
UNITED STATES TREASURY	1/2/2025	12/15/2027	13,778,909	14,033,014	3.57
UNITED STATES TREASURY	1/9/2025	12/31/2029	995,586	1,028,440	3.71
UNITED STATES TREASURY	1/13/2025	12/31/2029	2,483,594	2,571,100	3.71
UNITED STATES TREASURY	1/13/2025	6/30/2029	2,182,754	2,262,625	3.67
UNITED STATES TREASURY	1/13/2025	5/31/2028	7,629,050	7,835,168	3.60
UNITED STATES TREASURY	1/15/2025	1/15/2028	3,840,525	3,914,526	3.59
UNITED STATES TREASURY	2/3/2025	1/15/2028	4,558,931	4,636,426	3.59
UNITED STATES TREASURY	2/6/2025	2/28/2029	996,641	1,021,250	3.65
UNITED STATES TREASURY	2/6/2025	1/15/2028	3,848,346	3,914,526	3.59
UNITED STATES TREASURY	2/10/2025	2/28/2029	997,031	1,021,250	3.65
UNITED STATES TREASURY	2/10/2025	1/15/2028	1,747,881	1,779,330	3.59
UNITED STATES TREASURY	2/10/2025	10/15/2027	677,775	689,521	3.59
UNITED STATES TREASURY	2/10/2025	6/15/2027	1,914,473	1,939,786	3.59
UNITED STATES TREASURY	2/13/2025	6/30/2029	1,927,395	1,992,094	3.67
UNITED STATES TREASURY	2/13/2025	10/31/2027	4,621,126	4,748,620	3.60
UNITED STATES TREASURY	2/13/2025	10/15/2027	7,403,613	7,549,500	3.59
UNITED STATES TREASURY	2/18/2025	1/31/2027	1,845,736	1,864,375	3.66
UNITED STATES TREASURY	3/31/2025	3/31/2027	8,977,852	9,041,850	3.62
UNITED STATES TREASURY	3/27/2025	2/28/2030	996,172	1,012,970	3.70
UNITED STATES TREASURY	3/27/2025	12/31/2028	2,472,860	2,509,180	3.64
UNITED STATES TREASURY	3/27/2025	5/31/2028	3,951,576	4,002,640	3.60
UNITED STATES TREASURY	3/27/2025	5/31/2028	790,378	800,500	3.60
UNITED STATES TREASURY	3/27/2025	3/15/2028	2,989,453	3,024,600	3.57
UNITED STATES TREASURY	3/27/2025	2/29/2028	3,997,656	4,043,120	3.60
UNITED STATES TREASURY	3/26/2025	3/15/2028	19,063,238	19,276,784	3.57
UNITED STATES TREASURY	3/26/2025	10/31/2027	2,698,453	2,733,129	3.60
UNITED STATES TREASURY	3/26/2025	6/30/2027	1,575,193	1,588,563	3.59
UNITED STATES TREASURY	3/26/2025	3/31/2027	2,137,359	2,154,625	3.62
UNITED STATES TREASURY	3/26/2025	2/28/2027	2,920,693	2,936,746	3.70
UNITED STATES TREASURY	3/26/2025	12/31/2026	2,001,816	2,018,051	3.68
UNITED STATES TREASURY	3/12/2025	2/28/2030	1,494,668	1,519,455	3.70
UNITED STATES TREASURY	3/7/2025	7/31/2028	7,519,629	7,617,750	3.61
UNITED STATES TREASURY	3/25/2025	2/28/2030	746,953	759,728	3.70
UNITED STATES TREASURY	3/25/2025	3/15/2028	2,988,047	3,024,600	3.57
UNITED STATES TREASURY	3/3/2025	2/28/2030	2,742,855	2,780,603	3.70
UNITED STATES TREASURY	3/3/2025	2/15/2028	4,111,238	4,151,074	3.59
UNITED STATES TREASURY	3/6/2025	2/15/2028	840,480	849,546	3.59
UNITED STATES TREASURY	4/30/2025	1/31/2026	3,002,812	3,002,892	4.49
UNITED STATES TREASURY	4/30/2025	12/31/2025	8,009,063	8,009,600	4.06
UNITED STATES TREASURY	4/30/2025	7/31/2025	9,825,432	9,825,197	4.49
UNITED STATES TREASURY	4/8/2025	3/31/2030	3,873,974	3,903,489	3.72
UNITED STATES TREASURY	4/8/2025	5/31/2028	19,270,988	19,392,791	3.60
UNITED STATES TREASURY	4/10/2025	3/31/2030	959,688	977,138	3.72
UNITED STATES TREASURY	4/10/2025	3/31/2030	1,997,656	2,024,840	3.72
UNITED STATES TREASURY	4/10/2025	3/15/2028	4,019,375	4,032,800	3.57
UNITED STATES TREASURY	4/10/2025	10/31/2027	3,891,442	3,928,614	3.60
UNITED STATES TREASURY	4/14/2025	5/31/2028	6,523,688	6,604,125	3.60
UNITED STATES TREASURY	4/14/2025	10/31/2027	7,556,707	7,639,487	3.60
UNITED STATES TREASURY	4/1/2025	3/31/2030	2,454,594	2,480,429	3.72
UNITED STATES TREASURY	4/1/2025	3/15/2028	14,227,777	14,346,686	3.57
<b>SUB-TOTAL</b>			<b>1,060,490,952</b>	<b>1,077,775,726</b>	
<b><u>FEDERAL AGENCY/GSE</u></b>					
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	8/14/2026	8,767,160	8,860,984	3.94
FEDERAL FARM CREDIT BANKS FUNDING CORP	9/11/2023	9/1/2026	3,994,800	4,053,520	3.71
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/1/2023	7/30/2026	3,995,640	4,062,160	3.71
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/15/2023	11/15/2027	4,973,700	5,111,450	3.70
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/11/2023	10/4/2027	4,012,000	4,073,680	3.70
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/13/2023	12/7/2026	7,968,800	8,086,320	3.67
FEDERAL FARM CREDIT BANKS FUNDING CORP	4/15/2024	4/10/2029	4,942,000	5,100,450	3.82
FEDERAL FARM CREDIT BANKS FUNDING CORP	5/30/2024	5/8/2026	7,957,920	8,062,080	3.97
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/23/2024	8/16/2027	4,984,050	4,994,300	3.80
FEDERAL FARM CREDIT BANKS FUNDING CORP	9/19/2024	9/10/2029	3,110,585	3,067,932	3.88
FEDERAL HOME LOAN BANKS	2/1/2023	12/10/2027	5,105,600	5,075,250	3.64
FEDERAL HOME LOAN BANKS	3/24/2023	3/10/2028	5,108,250	5,121,400	3.60
FEDERAL HOME LOAN BANKS	6/15/2023	3/25/2027	4,830,700	5,047,793	3.84
FEDERAL HOME LOAN BANKS	6/30/2023	6/9/2028	1,996,120	2,022,760	3.61
FEDERAL HOME LOAN BANKS	7/21/2023	6/30/2028	3,965,360	4,047,040	3.60
FEDERAL HOME LOAN BANKS	9/8/2023	9/8/2028	3,979,600	4,089,720	3.66
FEDERAL HOME LOAN BANKS	10/2/2023	9/11/2026	6,931,120	7,077,630	3.78
FEDERAL HOME LOAN BANKS	1/23/2024	11/17/2026	5,056,950	5,067,500	3.72
FEDERAL HOME LOAN BANKS	3/27/2025	3/10/2028	4,050,320	4,097,120	3.60
FEDERAL NATIONAL MORTGAGE ASSOCIATION	12/6/2021	8/25/2025	7,771,280	7,901,680	4.27

**Orange County Transportation Authority**  
**Portfolio Listing**  
**As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/27/2023	7/24/2026	5,226,860	5,303,551	4.16
FHMS K-051 A2	5/19/2022	9/25/2025	3,676,272	3,625,955	4.44
FHMS K-051 A2	8/10/2022	9/25/2025	1,833,339	1,835,640	4.44
FHMS K-053 A2	8/9/2022	12/25/2025	3,195,651	3,201,417	4.45
FHMS K-054 A2	2/21/2023	1/25/2026	4,461,495	4,642,759	4.27
FHMS K-054 A2	3/6/2023	1/25/2026	1,437,997	1,508,897	4.27
FHMS K-054 A2	5/15/2023	1/25/2026	4,440,253	4,549,904	4.27
FHMS K-057 A2	3/7/2023	7/25/2026	1,764,703	1,863,323	4.15
FHMS K-057 A2	5/23/2023	7/25/2026	2,255,545	2,329,154	4.15
FHMS K-058 A2	4/17/2023	8/25/2026	2,290,781	2,353,416	4.11
FHMS K-059 A2	11/20/2023	9/25/2026	3,078,232	3,203,428	4.12
FHMS K-061 A2	5/24/2023	11/25/2026	1,611,898	1,640,571	4.18
FHMS K-062 A2	7/28/2022	12/25/2026	492,458	484,995	4.09
FHMS K-062 A2	11/13/2023	12/25/2026	1,904,297	1,975,540	4.09
FHMS K-062 A2	8/30/2024	12/25/2026	1,178,766	1,185,404	4.09
FHMS K-063 A2	7/29/2022	1/25/2027	4,743,179	4,659,269	4.08
FHMS K-063 A2	12/9/2022	1/25/2027	3,872,656	3,952,720	4.08
FHMS K-063 A2	10/20/2023	1/25/2027	1,720,633	1,803,429	4.08
FHMS K-065 A2	5/1/2023	4/25/2027	1,162,125	1,181,052	4.02
FHMS K-065 A2	5/14/2024	4/25/2027	2,716,963	2,804,999	4.02
FHMS K-066 A2	7/29/2022	6/25/2027	521,186	515,393	4.00
FHMS K-066 A2	7/15/2024	6/25/2027	2,055,770	2,110,655	4.00
FHMS K-066 A2	3/27/2025	6/25/2027	1,462,969	1,473,116	3.98
FHMS K-066 A2	4/11/2025	6/25/2027	1,221,777	1,227,125	4.00
FHMS K-067 A2	4/18/2023	7/25/2027	3,858,125	3,927,480	3.99
FHMS K-068 A2	5/17/2023	8/25/2027	2,912,461	2,947,350	3.99
FHMS K-068 A2	6/21/2024	8/25/2027	2,575,758	2,652,615	3.99
FHMS K-068 A2	8/19/2024	8/25/2027	778,531	785,960	3.99
FHMS K-069 A2	6/14/2023	9/25/2027	3,754,593	3,863,137	3.99
FHMS K-069 A2	6/21/2024	9/25/2027	2,530,196	2,607,618	3.99
FHMS K-069 A2	12/31/2024	9/25/2027	948,111	965,751	3.99
FHMS K-069 A2	3/11/2025	9/25/2027	719,017	724,338	3.99
FHMS K-070 A2	8/1/2024	11/25/2027	1,851,685	1,891,370	3.99
FHMS K-070 A2	12/31/2024	11/25/2027	1,118,131	1,139,689	3.99
FHMS K-072 A2	3/28/2025	12/25/2027	640,263	645,250	3.99
FHMS K-073 A2	5/30/2023	1/25/2028	6,511,410	6,657,860	3.99
FHMS K-073 A2	3/28/2025	1/25/2028	5,604,453	5,650,583	3.99
FHMS K-074 A2	3/4/2025	1/25/2028	1,712,471	1,730,120	3.99
FHMS K-075 A2	3/10/2025	2/25/2028	2,308,967	2,325,490	3.99
FHMS K-076 A2	3/31/2025	4/25/2028	2,219,590	2,240,933	3.99
FHMS K-076 A2	3/7/2025	4/25/2028	1,977,969	1,991,940	3.99
FHMS K-079 A2	4/22/2025	6/25/2028	2,475,098	2,491,700	3.98
FHMS K-081 A2	3/25/2024	8/25/2028	4,803,447	4,931,513	4.00
FHMS K-084 A2	12/12/2024	10/25/2028	3,916,250	3,959,520	4.05
FHMS K-090 A2	3/31/2025	2/25/2029	2,896,875	2,931,660	4.05
FHMS K-092 A2	9/24/2024	4/25/2029	1,954,531	1,943,360	4.06
FHMS K-093 A2	10/21/2024	5/25/2029	2,858,438	2,882,220	4.06
FHMS K-098 A2	3/31/2025	8/25/2029	1,852,344	1,870,860	4.09
FHMS K-101 A1	12/31/2024	7/25/2029	727,580	741,645	4.17
FHMS K-507 A2	10/15/2024	9/25/2028	1,267,578	1,277,838	4.00
FHMS K-509 A2	10/15/2024	9/25/2028	1,524,492	1,536,570	4.00
FHMS K-513 A2	9/30/2024	12/25/2028	1,645,875	1,631,312	4.07
FHMS K-517 A2	9/30/2024	1/25/2029	1,579,863	1,560,510	4.11
FHMS K-518 A2	9/30/2024	1/25/2029	1,605,301	1,588,608	4.11
FHMS K-520 A2	9/30/2024	3/25/2029	1,405,262	1,392,505	4.12
FHMS K-528 A2	9/12/2024	7/25/2029	566,089	562,498	4.12
FHMS K-529 A2	10/16/2024	9/25/2029	974,088	978,560	4.13
FHMS K-530 A2	11/27/2024	9/25/2029	1,201,222	1,224,600	4.13
FHMS K-531 A2	12/12/2024	10/25/2029	803,634	814,856	4.13
FHMS K-539 A2	4/24/2025	1/25/2030	444,984	449,721	4.13
FHMS K-733 A2	3/9/2023	8/25/2025	1,569,750	1,613,712	4.45
FHMS K-734 A2	4/24/2023	2/25/2026	1,906,765	1,955,013	4.43
FHMS K-736 A2	10/11/2023	7/25/2026	2,211,342	2,330,217	4.24
FHMS K-739 A2	11/4/2024	9/25/2027	4,408,481	4,519,442	3.93
FHMS K-739 A2	3/28/2025	9/25/2027	679,914	686,198	3.93
FHMS K-748 A2	8/22/2024	1/25/2029	1,847,109	1,877,600	4.06
FHMS K-750 A2	11/4/2024	9/25/2029	1,881,406	1,917,520	4.10
FHMS K-751 A2	3/28/2025	3/25/2030	2,996,367	3,029,670	4.14
FHMS K-S07 A2	7/28/2022	9/25/2025	489,922	495,165	4.75
FHMS K-S08 A2	9/16/2022	3/25/2027	894,504	908,359	4.19
FHMS K-S08 A2	1/13/2023	3/25/2027	456,260	466,455	4.19
FHR 3778 L	5/11/2022	12/15/2025	32,006	31,582	5.29
FHR 3806 L	4/9/2021	2/15/2026	21,302.23	20,046.32	5.15
FHR 3806 L	12/10/2021	2/15/2026	3,211.49	2,727.04	5.15
FHR 3806 L	5/5/2022	2/15/2026	148,573.91	146,144.39	5.15
FN AM8730	5/21/2021	7/1/2025	1,548,237.78	1,439,995.14	4.58
FN AN0571	5/1/2023	1/1/2026	582,703.13	593,472.00	4.62
FN AN6001	4/24/2023	7/1/2027	501,120.78	518,515.80	4.08
FN BL5365	9/26/2022	2/1/2027	286,800.09	302,267.18	3.98
FNA 2012-M14 AL	4/26/2023	9/25/2027	3,540,921.33	3,629,672.96	5.37
FNA 2016-M03 A2	7/28/2022	2/25/2026	1,277,389.90	1,283,252.04	4.73
FNA 2016-M03 A2	10/12/2022	2/25/2026	1,606,689.90	1,679,021.37	4.73
FNA 2017-M2 A2	4/19/2023	2/25/2027	339,700.28	351,286.81	4.74



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Portfolio Listing  
As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
FNA 2017-M2 A2	5/1/2023	2/25/2027	810,853.48	832,679.88	4.74
FNA 2018-M1 A2	4/21/2023	12/25/2027	641,425.27	661,331.05	4.52
FNA 2018-M2 A2	4/8/2025	1/25/2028	2,566,895.79	2,568,505.91	4.55
FNA 2024-M6 A2	12/17/2024	7/25/2027	3,932,375.00	3,987,591.25	4.51
FNGT 2017-T1 A	2/20/2024	6/25/2027	2,648,757.25	2,739,674.90	4.17
FNGT 2017-T1 A	3/4/2024	6/25/2027	928,655.06	961,289.44	4.17
FRESB 2018-SB52 10F	11/18/2024	6/25/2028	570,197.56	576,297.42	4.50
<b>SUB-TOTAL</b>			<b>279,682,077</b>	<b>284,094,722</b>	
<b><u>MEDIUM TERM NOTES</u></b>					
ABBVIE INC	6/13/2024	11/21/2026	4,703,375	4,841,275	4.09
ABBVIE INC	8/6/2024	3/15/2029	352,345	351,841	4.23
ABBVIE INC	9/19/2024	3/15/2029	1,197,468	1,181,676	4.26
ABBVIE INC	3/27/2025	3/15/2029	287,693	290,326	4.26
ABBVIE INC	4/29/2025	11/21/2029	1,902,080	1,906,360	4.34
ACCENTURE CAPITAL INC	10/4/2024	10/4/2029	544,046	541,507	4.21
ACCENTURE CAPITAL INC	10/4/2024	10/4/2027	569,265	569,436	3.94
ADOBE INC	4/4/2024	4/4/2027	1,544,228	1,572,022	3.86
ADOBE INC	1/17/2025	1/17/2028	2,398,728	2,452,200	3.87
ADVANCED MICRO DEVICES INC	3/24/2025	3/24/2028	2,095,000	2,113,583	3.98
AIR PRODUCTS AND CHEMICALS INC	2/13/2024	5/15/2027	1,829,260	1,916,680	4.00
AIR PRODUCTS AND CHEMICALS INC	9/3/2024	2/8/2029	509,605	507,785	4.14
AMAZON.COM INC	7/15/2024	8/22/2027	3,819,680	3,932,240	3.92
AMERICAN EXPRESS CO	11/4/2021	11/4/2026	560,000	558,813	5.14
AMERICAN EXPRESS CO	8/3/2022	8/1/2025	2,452,545	2,450,041	4.71
AMERICAN EXPRESS CO	7/28/2023	7/28/2027	2,445,000	2,470,281	4.52
AMERICAN EXPRESS CO	10/30/2023	10/30/2026	765,000	771,824	4.51
AMERICAN EXPRESS CO	4/25/2024	4/23/2027	595,000	601,236	4.86
AMERICAN EXPRESS CO	7/26/2024	7/26/2028	475,000	481,679	4.65
AMERICAN EXPRESS CO	4/25/2025	4/25/2029	3,140,000	3,168,951	4.70
AMERICAN HONDA FINANCE CORP	7/7/2023	7/7/2026	1,243,469	1,257,450	4.37
AMERICAN HONDA FINANCE CORP	9/13/2024	9/5/2029	804,152	796,144	4.52
APPLE INC	2/27/2023	2/23/2026	1,916,880	1,986,580	4.09
APPLE INC	3/23/2023	2/23/2026	1,938,220	1,986,580	4.09
ASTRAZENECA FINANCE LLC	2/26/2024	2/26/2027	1,712,119	1,737,912	4.00
ATHENE GLOBAL FUNDING	3/26/2024	3/25/2027	2,555,000	2,595,803	4.63
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	1/18/2024	1/18/2027	2,350,000	2,375,803	4.08
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	3/18/2024	3/18/2026	1,500,000	1,510,830	4.15
BANK OF AMERICA CORP	7/22/2022	7/22/2026	195,000	195,043	4.67
BANK OF AMERICA CORP	1/20/2023	1/20/2027	1,425,000	1,430,615	4.51
BANK OF AMERICA CORP	8/13/2024	4/24/2028	1,757,601	1,779,217	4.47
BANK OF AMERICA CORP	9/13/2024	3/5/2029	492,925	492,965	4.50
BANK OF AMERICA CORP	11/5/2024	4/24/2028	3,820,040	3,863,709	4.47
BANK OF AMERICA CORP	11/12/2024	7/23/2029	1,965,280	1,987,040	4.49
BANK OF AMERICA CORP	1/24/2025	1/24/2029	9,625,000	9,752,724	4.46
BANK OF AMERICA CORP	3/26/2025	9/15/2029	2,070,900	2,083,180	4.48
BANK OF AMERICA CORP	3/26/2025	4/24/2028	476,188	478,072	4.47
BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	895,000	908,103	4.20
BANK OF NEW YORK MELLON	4/22/2025	4/20/2029	3,030,000	3,072,784	4.22
BANK OF NEW YORK MELLON CORP	7/26/2022	7/24/2026	3,510,000	3,507,824	4.63
BANK OF NEW YORK MELLON CORP	8/31/2022	1/26/2027	3,695,080	3,861,040	4.14
BANK OF NEW YORK MELLON CORP	7/22/2024	7/21/2028	2,050,000	2,074,703	4.55
BANK OF NEW YORK MELLON CORP	9/13/2024	4/28/2028	746,340	747,060	3.99
BLACKROCK INC	7/26/2024	7/26/2027	7,240,233	7,331,081	3.95
BMW US CAPITAL LLC	4/2/2024	4/2/2027	2,447,085	2,471,658	4.41
BMW US CAPITAL LLC	8/13/2024	4/2/2027	964,149	961,970	4.50
BMW US CAPITAL LLC	8/13/2024	8/13/2026	3,964,921	3,975,547	4.43
BMW US CAPITAL LLC	3/27/2025	4/2/2027	246,465	246,788	4.50
BMW US CAPITAL LLC	3/21/2025	3/21/2030	284,926	288,360	4.77
BMW US CAPITAL LLC	3/21/2025	3/21/2028	354,823	357,162	4.52
BP CAPITAL MARKETS AMERICA INC	5/17/2024	11/17/2027	2,700,000	2,751,462	4.20
BRISTOL-MYERS SQUIBB CO	2/22/2024	2/22/2027	1,178,726	1,198,974	3.93
BRISTOL-MYERS SQUIBB CO	8/6/2024	2/22/2029	353,211	353,480	4.18
CADENCE DESIGN SYSTEMS INC	9/10/2024	9/10/2027	1,539,738	1,539,784	4.20
CAMDEN PROPERTY TRUST	11/3/2023	11/3/2026	2,449,927	2,500,495	4.35
CATERPILLAR FINANCIAL SERVICES CORP	5/14/2024	5/14/2027	2,562,179	2,615,787	3.98
CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	5/14/2027	5,014,650	5,099,000	3.98
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	8/16/2029	728,022	733,665	4.24
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/15/2027	1,319,340	1,329,398	4.09
CATERPILLAR FINANCIAL SERVICES CORP	8/16/2024	10/16/2026	3,267,449	3,294,296	3.92
CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2029	549,104	560,082	4.25
CATERPILLAR FINANCIAL SERVICES CORP	11/15/2024	11/15/2027	1,248,925	1,266,338	4.05
CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/8/2030	1,542,018	1,583,331	4.21
CATERPILLAR FINANCIAL SERVICES CORP	1/8/2025	1/7/2027	999,550	1,008,200	3.99
CENCORA INC	12/9/2024	12/15/2027	419,223	423,104	4.31
CHEVRON USA INC	2/26/2025	2/26/2028	7,960,000	8,059,420	3.99
CHEVRON USA INC	2/26/2025	2/26/2027	1,885,000	1,902,698	3.86
CHEVRON USA INC	3/27/2025	2/26/2027	482,309	484,507	3.86
CHUBB INA HOLDINGS LLC	8/28/2023	5/3/2026	1,651,406	1,712,631	4.38
CHUBB INA HOLDINGS LLC	12/29/2023	5/3/2026	2,207,530	2,247,209	4.38
CINTAS NO 2 CORP	5/3/2022	5/1/2025	414,909	415,000	3.39
CISCO SYSTEMS INC	2/26/2024	2/26/2027	5,802,447	5,900,752	3.86
CISCO SYSTEMS INC	3/4/2024	2/26/2027	2,336,261	2,371,473	3.86
CISCO SYSTEMS INC	8/19/2024	2/26/2027	1,286,599	1,288,641	3.92
CISCO SYSTEMS INC	2/24/2025	2/24/2030	124,906	127,973	4.19
CISCO SYSTEMS INC	3/27/2025	2/26/2027	328,335	329,770	3.92
CISCO SYSTEMS INC	3/12/2025	2/24/2030	2,016,520	2,047,560	4.19

**Orange County Transportation Authority**  
**Portfolio Listing**  
**As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
CITIBANK NA	12/4/2023	12/4/2026	1,440,000	1,467,274	4.18
CITIBANK NA	4/30/2024	4/30/2026	1,005,000	1,015,130	4.31
CITIBANK NA	8/6/2024	9/29/2028	722,692	722,471	4.27
CITIBANK NA	8/6/2024	8/6/2026	4,310,000	4,343,446	4.25
CITIBANK NA	11/19/2024	11/19/2027	1,925,000	1,938,186	4.41
CITIGROUP INC	3/4/2025	3/4/2029	2,805,000	2,818,829	4.60
COMCAST CORP	9/13/2024	6/1/2029	624,444	618,642	4.25
COMCAST CORP	11/5/2024	4/1/2027	3,812,544	3,856,745	4.11
COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/13/2023	3/13/2026	1,725,000	1,741,715	4.16
COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/14/2025	3/14/2028	1,580,000	1,594,820	4.07
COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	1/9/2024	1/9/2026	749,715	752,265	4.39
COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	9/3/2024	1/9/2029	510,175	508,090	4.32
COREBRIDGE GLOBAL FUNDING	8/22/2024	8/20/2027	1,859,702	1,870,472	4.39
COREBRIDGE GLOBAL FUNDING	1/9/2025	1/7/2028	590,000	597,847	4.37
DTE ELECTRIC CO	2/29/2024	12/1/2026	3,459,446	3,510,516	3.89
DUKE ENERGY CAROLINAS LLC	12/12/2023	11/15/2028	3,653,676	3,777,996	4.21
DUKE ENERGY CAROLINAS LLC	2/28/2025	2/1/2030	1,804,900	1,835,160	4.39
ELI LILLY AND CO	2/9/2024	2/9/2027	2,468,691	2,496,034	3.85
ELI LILLY AND CO	8/14/2024	8/14/2029	1,137,503	1,145,506	4.07
ELI LILLY AND CO	8/16/2024	2/9/2029	1,516,917	1,516,857	4.07
ELI LILLY AND CO	2/12/2025	2/12/2030	324,815	333,203	4.15
ELI LILLY AND CO	2/12/2025	2/12/2028	664,574	676,252	3.88
ELI LILLY AND CO	3/27/2025	2/9/2029	386,944	390,629	4.07
ENTERPRISE PRODUCTS OPERATING LLC	1/11/2024	1/11/2027	2,562,358	2,582,391	4.16
EQUITABLE FINANCIAL LIFE GLOBAL FUNDING	3/27/2025	3/27/2030	434,108	440,185	4.72
FIFTH THIRD BANK NA	1/28/2025	1/28/2028	1,015,000	1,021,090	4.60
FLORIDA POWER & LIGHT CO	7/24/2023	5/15/2028	3,935,680	4,036,640	4.06
FLORIDA POWER & LIGHT CO	9/19/2024	5/15/2028	862,019	857,021	4.09
FLORIDA POWER & LIGHT CO	3/27/2025	5/15/2028	229,646	231,900	4.09
GEORGIA POWER CO	11/6/2024	9/15/2029	1,762,476	1,800,835	4.35
GEORGIA POWER CO	3/27/2025	9/15/2029	446,234	452,541	4.35
GOLDMAN SACHS BANK USA	3/18/2024	3/18/2027	2,220,000	2,234,874	4.50
GOLDMAN SACHS BANK USA	5/21/2024	5/21/2027	1,265,000	1,276,853	4.49
GOLDMAN SACHS GROUP INC	8/10/2023	8/10/2026	2,775,000	2,781,410	4.89
GOLDMAN SACHS GROUP INC	11/14/2023	11/16/2026	1,937,324	2,048,046	4.38
GOLDMAN SACHS GROUP INC	10/10/2024	3/15/2028	1,606,688	1,619,479	4.49
GOLDMAN SACHS GROUP INC	3/26/2025	3/15/2028	401,997	403,639	4.49
GOLDMAN SACHS GROUP INC	4/23/2025	4/23/2028	1,560,000	1,574,212	4.45
GUARDIAN LIFE GLOBAL FUNDING	9/26/2024	9/26/2029	595,000	591,031	4.35
GUARDIAN LIFE GLOBAL FUNDING	4/28/2025	4/28/2030	1,500,000	1,519,860	4.50
HERSHEY CO	2/24/2025	2/24/2030	628,891	644,396	4.21
HERSHEY CO	2/24/2025	2/24/2028	779,462	793,377	3.88
HOME DEPOT INC	9/19/2022	9/15/2025	1,699,388	1,697,110	4.44
HOME DEPOT INC	12/4/2023	9/30/2026	1,017,766	1,032,342	4.01
HOME DEPOT INC	6/25/2024	6/25/2027	5,905,977	6,029,698	3.93
HOME DEPOT INC	6/25/2024	6/25/2026	5,219,200	5,290,574	4.02
HONEYWELL INTERNATIONAL INC	8/20/2024	8/15/2029	1,865,940	1,871,400	4.36
HORMEL FOODS CORP	3/8/2024	3/30/2027	2,282,784	2,309,609	4.18
HUNTINGTON NATIONAL BANK	2/26/2025	4/12/2028	1,265,000	1,271,085	4.61
HYUNDAI CAPITAL AMERICA	2/26/2024	3/30/2026	3,421,486	3,437,585	4.85
HYUNDAI CAPITAL AMERICA	8/13/2024	1/8/2027	1,402,802	1,398,964	4.84
HYUNDAI CAPITAL AMERICA	3/27/2025	1/8/2027	347,470	347,225	4.84
INTERCONTINENTAL EXCHANGE INC	5/23/2022	5/23/2025	854,060	853,529	6.25
JACKSON NATIONAL LIFE GLOBAL FUNDING	1/9/2023	1/9/2026	1,601,549	1,614,084	4.65
JACKSON NATIONAL LIFE GLOBAL FUNDING	4/12/2024	4/10/2026	1,488,897	1,503,946	4.57
JOHN DEERE CAPITAL CORP	6/8/2023	6/8/2026	554,678	558,608	4.14
JOHN DEERE CAPITAL CORP	1/8/2024	1/8/2027	998,890	1,008,520	3.97
JOHN DEERE CAPITAL CORP	1/17/2024	1/8/2027	3,997,840	4,034,080	3.97
JOHN DEERE CAPITAL CORP	3/7/2024	3/5/2027	1,348,745	1,371,492	3.95
JOHN DEERE CAPITAL CORP	6/11/2024	6/11/2027	2,172,303	2,214,585	3.99
JOHN DEERE CAPITAL CORP	8/20/2024	6/11/2029	2,044,940	2,050,260	4.18
JOHN DEERE CAPITAL CORP	9/6/2024	7/15/2027	1,734,757	1,743,675	3.96
JOHNSON & JOHNSON	2/20/2025	3/1/2028	1,044,394	1,066,025	3.77
JPMORGAN CHASE & CO	10/18/2023	11/19/2026	2,211,269	2,411,981	4.66
JPMORGAN CHASE & CO	10/23/2023	10/22/2027	1,205,000	1,235,221	4.30
JPMORGAN CHASE & CO	1/23/2024	1/23/2028	1,490,000	1,504,408	4.45
JPMORGAN CHASE & CO	4/22/2024	4/22/2028	240,000	245,438	4.36
JPMORGAN CHASE & CO	6/13/2024	1/23/2028	3,934,033	3,983,148	4.45
JPMORGAN CHASE & CO	7/22/2024	7/22/2028	950,000	961,077	4.42
JPMORGAN CHASE & CO	8/13/2024	2/1/2028	2,898,373	2,928,538	4.42
JPMORGAN CHASE & CO	9/13/2024	6/1/2029	553,518	559,728	4.42
JPMORGAN CHASE & CO	10/22/2024	10/22/2028	1,090,098	1,093,085	4.38
JPMORGAN CHASE & CO	1/24/2025	1/24/2029	2,485,000	2,520,163	4.36
JPMORGAN CHASE & CO	3/27/2025	12/5/2029	2,476,000	2,496,875	4.49
JPMORGAN CHASE & CO	3/26/2025	2/1/2028	768,955	771,709	4.42
JPMORGAN CHASE BANK NA	12/8/2023	12/8/2026	2,965,000	3,009,475	4.08
KEYBANK NA	8/8/2022	8/8/2025	1,319,630	1,317,426	4.83
KEYBANK NA	1/26/2023	1/26/2026	354,705	354,443	4.91
LINCOLN FINANCIAL GLOBAL FUNDING	1/13/2025	1/13/2030	164,921	168,886	4.73
LOCKHEED MARTIN CORP	1/16/2024	2/15/2029	1,590,789	1,607,704	4.27
LOCKHEED MARTIN CORP	3/27/2025	2/15/2029	404,692	408,226	4.27
M&T BANK CORP	12/17/2024	1/16/2029	870,000	871,879	4.86
MANUFACTURERS AND TRADERS TRUST CO	1/27/2023	1/27/2026	2,430,763	2,433,563	4.72
MANUFACTURERS AND TRADERS TRUST CO	8/6/2024	1/27/2028	340,111	346,756	4.49
MARS INC	3/27/2025	3/1/2027	425,094	427,653	4.09
MARS INC	3/12/2025	3/1/2030	739,201	749,035	4.51
MARS INC	3/12/2025	3/1/2028	2,059,979	2,082,207	4.18

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**As of April 30, 2025**

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MARS INC	3/12/2025	3/1/2027	1,593,565	1,604,958	4.09
MARS INC	3/12/2025	3/1/2027	3,796,580	3,822,952	4.10
MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	3,366,613	3,405,082	4.10
MARSH & MCLENNAN COMPANIES INC	11/8/2024	11/8/2027	1,029,019	1,040,023	4.13
MASSMUTUAL GLOBAL FUNDING II	8/26/2022	8/26/2025	889,083	888,888	4.51
MASSMUTUAL GLOBAL FUNDING II	4/9/2024	4/9/2027	2,614,216	2,663,404	4.10
MASSMUTUAL GLOBAL FUNDING II	8/16/2024	5/30/2029	1,525,333	1,525,808	4.41
MASSMUTUAL GLOBAL FUNDING II	1/10/2025	1/10/2030	1,599,232	1,628,352	4.53
MASSMUTUAL GLOBAL FUNDING II	3/27/2025	3/27/2028	3,670,627	3,703,004	4.17
MASSMUTUAL GLOBAL FUNDING II	3/26/2025	5/30/2029	387,767	390,442	4.41
MASTERCARD INC	9/5/2024	1/15/2028	1,199,340	1,206,132	3.89
MASTERCARD INC	2/27/2025	3/15/2028	1,224,069	1,243,167	3.98
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/23/2023	8/3/2026	1,340,348	1,361,003	4.52
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	1/11/2024	1/11/2027	1,698,266	1,704,828	4.62
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/1/2024	7/31/2026	4,244,193	4,266,395	4.45
MERCEDES-BENZ FINANCE NORTH AMERICA LLC	9/3/2024	8/3/2028	358,474	354,337	4.68
MET TOWER GLOBAL FUNDING	6/13/2022	6/13/2025	524,486	524,260	4.82
MET TOWER GLOBAL FUNDING	10/1/2024	10/1/2027	494,708	491,614	4.30
META PLATFORMS INC	8/16/2024	8/15/2029	1,595,750	1,609,929	4.06
META PLATFORMS INC	3/27/2025	8/15/2029	403,315	408,791	4.06
METROPOLITAN LIFE GLOBAL FUNDING I	1/6/2023	1/6/2026	1,750,000	1,756,545	4.43
METROPOLITAN LIFE GLOBAL FUNDING I	6/11/2024	6/11/2027	1,732,849	1,762,240	4.26
METROPOLITAN LIFE GLOBAL FUNDING I	8/6/2024	1/8/2029	701,999	702,620	4.31
METROPOLITAN LIFE GLOBAL FUNDING I	1/9/2025	1/9/2030	1,317,280.80	1,344,631.20	4.45
MORGAN STANLEY	10/18/2022	10/16/2026	1,165,000.00	1,172,094.85	4.78
MORGAN STANLEY	1/19/2023	1/28/2027	754,984.90	757,861.45	4.52
MORGAN STANLEY	4/19/2024	4/13/2028	1,530,000.00	1,562,099.40	4.52
MORGAN STANLEY	5/16/2024	7/20/2027	4,471,372.85	4,696,962.90	4.45
MORGAN STANLEY	8/6/2024	2/1/2029	349,595.40	350,464.80	4.50
MORGAN STANLEY	8/13/2024	4/13/2028	1,825,680.15	1,824,230.73	4.46
MORGAN STANLEY	3/26/2025	4/13/2028	530,233.60	531,428.56	4.46
MORGAN STANLEY	4/17/2025	4/12/2029	2,250,000.00	2,280,690.00	4.50
MORGAN STANLEY BANK NA	11/1/2023	10/30/2026	2,340,000.00	2,396,019.60	4.13
MORGAN STANLEY BANK NA	1/18/2024	1/14/2028	1,250,000.00	1,260,100.00	4.45
MORGAN STANLEY BANK NA	5/30/2024	5/26/2028	680,000.00	693,566.00	4.48
MORGAN STANLEY BANK NA	7/19/2024	7/14/2028	1,060,000.00	1,070,822.60	4.47
MORGAN STANLEY BANK NA	10/18/2024	10/15/2027	2,325,000.00	2,327,627.25	4.37
MORGAN STANLEY BANK NA	1/21/2025	1/12/2029	1,315,000.00	1,334,803.90	4.42
MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	11/21/2024	10/15/2029	1,596,574.80	1,632,786.66	4.55
MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING	3/26/2025	10/15/2029	452,051.60	458,591.32	4.55
NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1/12/2023	1/12/2026	675,000.00	677,821.50	4.34
NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/11/2024	6/11/2027	1,335,000.00	1,362,581.10	4.06
NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	11/26/2024	10/26/2027	967,177.30	979,535.10	4.08
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	5/4/2022	6/15/2025	2,414,347.95	2,410,749.60	4.80
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/31/2022	10/30/2025	114,845.90	115,495.65	4.57
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/9/2023	3/13/2026	2,223,835.90	2,229,487.10	4.47
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	11/2/2023	11/13/2026	1,734,392.75	1,768,207.90	4.23
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/5/2024	2/5/2027	2,854,143.50	2,892,143.55	3.99
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	5/10/2024	5/6/2027	2,828,245.40	2,877,091.20	4.20
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	8/16/2024	2/5/2027	1,070,070.00	1,072,833.42	4.05
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	9/16/2024	6/15/2029	223,329.10	220,848.00	4.41
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/2/2024	6/15/2029	832,816.00	821,760.00	4.41
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/7/2025	2/7/2028	864,619.40	878,511.30	4.13
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/27/2025	2/7/2030	2,014,320.00	2,038,360.00	4.49
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/27/2025	2/5/2027	287,299.95	288,450.49	4.05
NATIONAL SECURITIES CLEARING CORP	8/6/2024	5/30/2028	353,035.05	352,638.30	4.21
NESTLE HOLDINGS INC	3/14/2023	3/13/2026	579,808.60	585,237.40	4.18
NEVADA POWER CO	8/16/2024	5/1/2029	1,579,360.95	1,600,606.14	4.28
NEVADA POWER CO	3/27/2025	5/1/2029	401,230.30	406,270.06	4.28
NEW YORK LIFE GLOBAL FUNDING	9/19/2023	9/18/2026	1,384,736.85	1,408,600.40	4.17
NEW YORK LIFE GLOBAL FUNDING	2/8/2024	9/18/2026	4,115,934.00	4,119,012.00	4.17
NEW YORK LIFE GLOBAL FUNDING	10/1/2024	10/1/2027	2,739,397.20	2,722,738.00	4.18
NEW YORK LIFE GLOBAL FUNDING	12/5/2024	12/5/2029	2,128,785.90	2,154,601.50	4.32
NEW YORK LIFE GLOBAL FUNDING	4/25/2025	4/25/2028	2,693,113.50	2,717,125.95	4.11
NEXTERA ENERGY CAPITAL HOLDINGS INC	1/31/2024	1/29/2026	2,608,825.50	2,615,507.10	4.65
NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	1,364,959.05	1,386,621.60	4.23
NEXTERA ENERGY CAPITAL HOLDINGS INC	2/4/2025	2/4/2028	2,325,000.00	2,326,627.50	5.12
NORTHERN TRUST CORP	11/30/2022	5/10/2027	2,442,500.00	2,496,475.00	4.07
NORTHERN TRUST CORP	1/13/2023	5/10/2027	1,487,715.00	1,497,885.00	4.07
NORTHWESTERN MUTUAL GLOBAL FUNDING	7/1/2022	7/1/2025	5,003,298.30	4,998,843.85	4.67
NORTHWESTERN MUTUAL GLOBAL FUNDING	4/20/2023	4/6/2026	2,236,430.40	2,243,604.75	4.27
NORTHWESTERN MUTUAL GLOBAL FUNDING	3/25/2024	3/25/2027	1,209,866.90	1,228,440.40	4.23
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/13/2024	3/25/2027	737,404.75	736,215.75	4.21
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/19/2024	6/12/2028	1,322,438.00	1,324,590.80	4.24
NORTHWESTERN MUTUAL GLOBAL FUNDING	8/19/2024	3/25/2027	739,086.75	736,215.75	4.21
NORTHWESTERN MUTUAL GLOBAL FUNDING	9/12/2024	9/12/2027	819,975.40	818,761.80	4.18
NORTHWESTERN MUTUAL GLOBAL FUNDING	1/13/2025	1/13/2030	1,594,936.20	1,630,026.20	4.44
NORTHWESTERN MUTUAL GLOBAL FUNDING	3/26/2025	6/12/2028	354,350.50	356,620.60	4.24
NOVARTIS CAPITAL CORP	9/18/2024	9/18/2029	927,740.10	918,951.60	4.10
NUVEEN LLC	10/2/2024	11/1/2028	796,880.00	794,584.00	4.21
ONCOR ELECTRIC DELIVERY COMPANY LLC	11/13/2024	11/1/2029	404,226.45	408,632.85	4.43
PACCAR FINANCIAL CORP	8/10/2023	8/10/2026	3,593,202.50	3,641,123.85	4.01
PACCAR FINANCIAL CORP	5/13/2024	5/13/2027	2,368,175.10	2,416,309.80	3.99
PACCAR FINANCIAL CORP	8/6/2024	8/6/2027	6,486,361.65	6,566,704.80	3.93
PACCAR FINANCIAL CORP	9/26/2024	9/26/2029	254,474.70	252,495.90	4.25
PACCAR FINANCIAL CORP	11/25/2024	11/25/2026	2,343,006.75	2,363,525.50	3.97
PACCAR FINANCIAL CORP	3/3/2025	3/3/2028	1,224,252.75	1,241,758.00	4.03

**Orange County Transportation Authority**  
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**As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
PACIFIC LIFE GLOBAL FUNDING II	8/30/2023	8/28/2026	794,721.75	808,276.50	4.19
PACIFIC LIFE GLOBAL FUNDING II	8/6/2024	7/18/2028	358,651.65	357,323.40	4.30
PACIFIC LIFE GLOBAL FUNDING II	8/16/2024	7/18/2028	1,001,563.80	1,004,549.46	4.30
PACIFIC LIFE GLOBAL FUNDING II	2/10/2025	2/10/2030	824,711.25	836,418.00	4.52
PACIFIC LIFE GLOBAL FUNDING II	3/26/2025	7/18/2028	262,586.25	264,082.59	4.30
PEPSICO INC	9/3/2024	7/17/2029	511,250.00	508,315.00	4.06
PEPSICO INC	2/7/2025	2/7/2030	364,386.80	371,482.40	4.18
PEPSICO INC	2/7/2025	2/7/2028	2,848,803.00	2,887,021.50	3.94
PFIZER INC	8/16/2024	3/15/2029	1,969,981.75	1,983,536.89	4.16
PFIZER INC	3/27/2025	3/15/2029	501,638.80	506,849.72	4.16
PNC FINANCIAL SERVICES GROUP INC	1/24/2023	1/26/2027	1,630,000.00	1,631,092.10	4.66
PNC FINANCIAL SERVICES GROUP INC	1/22/2024	1/21/2028	490,000.00	497,105.00	4.88
PNC FINANCIAL SERVICES GROUP INC	3/12/2024	10/20/2027	3,808,842.95	3,805,591.35	4.49
PNC FINANCIAL SERVICES GROUP INC	3/26/2025	6/12/2029	2,055,340.00	2,062,080.00	4.50
PRICOA GLOBAL FUNDING I	8/31/2022	8/28/2025	354,783.45	354,609.50	4.51
PRICOA GLOBAL FUNDING I	8/28/2023	8/28/2026	809,181.90	823,713.30	4.22
PRINCIPAL LIFE GLOBAL FUNDING II	1/16/2024	1/16/2027	474,814.75	480,704.75	4.26
PRINCIPAL LIFE GLOBAL FUNDING II	8/6/2024	1/25/2029	352,410.60	351,606.75	4.54
PRINCIPAL LIFE GLOBAL FUNDING II	8/19/2024	8/19/2027	789,383.80	794,495.10	4.34
PRINCIPAL LIFE GLOBAL FUNDING II	11/27/2024	11/27/2029	519,979.20	527,160.40	4.61
PRINCIPAL LIFE GLOBAL FUNDING II	1/9/2025	1/9/2028	1,938,506.20	1,963,124.80	4.32
PUBLIC SERVICE ELECTRIC AND GAS CO	7/26/2023	5/1/2028	1,929,761.61	2,004,530.26	4.13
PUBLIC SERVICE ELECTRIC AND GAS CO	1/31/2024	9/1/2028	2,539,641.65	2,598,992.76	4.14
PUBLIC STORAGE OPERATING CO	8/6/2024	11/9/2028	311,866.20	319,828.80	4.20
ROCHE HOLDINGS INC	11/13/2023	11/13/2026	2,775,000.00	2,824,922.25	3.98
ROCHE HOLDINGS INC	9/18/2024	9/9/2029	757,912.50	752,040.00	4.13
SAMMONS FINANCIAL GROUP GLOBAL FUNDING	1/10/2025	1/10/2028	794,364.00	808,276.50	4.38
SOUTHERN CALIFORNIA GAS CO	10/10/2024	4/15/2027	1,070,258.67	1,078,483.68	4.34
SOUTHERN CALIFORNIA GAS CO	3/27/2025	4/15/2027	266,241.25	267,916.00	4.34
STATE STREET BANK AND TRUST CO	4/21/2025	11/23/2029	2,015,560.00	2,033,000.00	4.38
STATE STREET CORP	11/4/2022	11/4/2026	685,000.00	688,582.55	4.70
STATE STREET CORP	5/18/2023	5/18/2026	1,225,000.00	1,225,183.75	4.70
STATE STREET CORP	3/18/2024	3/18/2027	5,775,000.00	5,862,837.75	4.11
STATE STREET CORP	2/28/2025	2/28/2028	2,790,000.00	2,819,322.90	4.13
STATE STREET CORP	4/24/2025	4/24/2028	595,000.00	599,260.20	4.16
TEXAS INSTRUMENTS INC	2/8/2024	2/8/2027	2,198,592.00	2,224,002.00	3.92
THERMO FISHER SCIENTIFIC INC	12/5/2023	12/5/2026	1,873,706.25	1,896,168.75	4.22
TORONTO-DOMINION BANK	4/12/2024	4/5/2027	4,942,150.00	5,061,800.00	4.30
TOYOTA MOTOR CREDIT CORP	5/18/2023	5/18/2026	1,509,124.20	1,513,367.30	4.23
TOYOTA MOTOR CREDIT CORP	3/21/2024	3/19/2027	724,122.75	736,462.25	4.12
TOYOTA MOTOR CREDIT CORP	5/16/2024	5/15/2026	3,822,513.75	3,862,638.00	4.22
TOYOTA MOTOR CREDIT CORP	8/20/2024	8/9/2029	2,012,880.00	2,012,080.00	4.39
TOYOTA MOTOR CREDIT CORP	10/10/2024	10/8/2027	219,914.20	220,866.80	4.18
TRUIST FINANCIAL CORP	7/28/2022	7/28/2026	3,065,000.00	3,058,655.45	5.06
TRUIST FINANCIAL CORP	10/28/2022	10/28/2026	1,650,000.00	1,659,438.00	4.72
UBS AG (STAMFORD BRANCH)	1/10/2025	1/10/2028	4,605,000.00	4,636,452.15	4.44
UNILEVER CAPITAL CORP	8/12/2024	8/12/2027	1,002,316.65	1,010,185.80	4.00
UNITEDHEALTH GROUP INC	3/21/2024	4/15/2027	2,085,363.00	2,123,520.00	3.98
UNITEDHEALTH GROUP INC	7/25/2024	7/15/2026	603,983.60	609,591.95	4.10
UNITEDHEALTH GROUP INC	7/31/2024	5/15/2029	3,411,485.00	3,460,345.00	4.31
US BANCORP	8/13/2024	7/22/2028	1,501,755.40	1,513,036.61	4.45
US BANCORP	9/3/2024	1/27/2028	3,769,259.00	3,828,322.20	4.51
US BANCORP	3/26/2025	7/22/2028	414,468.80	415,834.57	4.45
US BANK NA	10/22/2024	10/22/2027	1,935,000.00	1,936,044.90	4.47
USAA CAPITAL CORP	6/3/2024	6/1/2027	2,213,584.20	2,270,083.20	4.11
VOLKSWAGEN GROUP OF AMERICA FINANCE LLC	8/15/2024	8/14/2026	4,504,763.70	4,509,955.50	4.81
WALMART INC	9/9/2022	9/9/2025	1,274,107.50	1,272,450.00	4.44
WALMART INC	4/28/2025	4/28/2030	549,048.50	556,451.50	4.08
WALMART INC	4/28/2025	4/28/2027	874,886.25	880,145.00	3.79
WASTE MANAGEMENT INC	7/3/2024	7/3/2027	2,561,896.35	2,612,862.90	4.01
WASTE MANAGEMENT INC	11/4/2024	3/15/2028	3,826,447.95	3,881,556.90	4.04
WASTE MANAGEMENT INC	11/4/2024	3/15/2028	1,606,409.70	1,627,833.97	4.08
WASTE MANAGEMENT INC	3/27/2025	3/15/2028	426,270.75	429,707.72	4.08
WELLS FARGO & CO	8/15/2022	8/15/2026	1,360,000.00	1,358,980.00	4.76
WELLS FARGO & CO	3/30/2023	4/22/2026	2,046,240.00	2,146,290.00	4.39
WELLS FARGO & CO	4/22/2024	4/22/2028	995,000.00	1,017,079.05	4.52
WELLS FARGO & CO	1/24/2025	1/24/2028	6,275,000.00	6,316,791.50	4.49
WELLS FARGO & CO	4/23/2025	4/23/2029	1,395,000.00	1,415,286.09	4.44
WELLS FARGO & CO	4/23/2025	4/23/2029	2,295,000.00	2,323,939.95	4.51
WELLS FARGO BANK NA	8/9/2023	8/7/2026	534,957.20	542,650.50	4.20
WELLS FARGO BANK NA	12/11/2023	12/11/2026	4,100,000.00	4,165,354.00	4.17
<b>SUB-TOTAL</b>			<b>558,049,958</b>	<b>564,838,740</b>	
<b><u>MORTGAGE AND ASSET-BACK SECURITIES</u></b>					
AESOP 2023-7 A	4/28/2025	8/21/2028	2,047,500	2,055,060	4.56
AESOP 212 A	1/22/2024	2/20/2028	702,027	739,521	4.69
AESOP 212 A	3/15/2024	2/20/2028	910,508	954,220	4.69
AESOP 221 A	5/16/2024	8/21/2028	1,906,563	1,971,600	4.58
AESOP 221 A	7/17/2024	8/21/2028	1,906,492	1,946,955	4.58
AESOP 221 A	8/15/2024	8/21/2028	1,756,125	1,779,732	4.43
AESOP 242 A	8/20/2024	10/20/2028	575,611	575,346	4.74
AESOP 242 A	9/27/2024	10/20/2028	727,736	721,706	4.74
ALLYA 2022-1 A3	5/18/2022	11/16/2026	469,280	468,145	4.51
ALLYA 2022-2 A3	10/12/2022	5/17/2027	465,138	465,548	4.61
ALLYA 2023-1 A3	7/19/2023	5/15/2028	1,566,346	1,579,005	4.62
ALLYA 2024-2 A3	9/27/2024	7/16/2029	974,899	973,430	4.28
AMCAR 2023-2 A3	9/20/2023	5/18/2028	4,599,241	4,648,576	4.65
AMCAR 2024-1 A3	5/29/2024	1/18/2029	1,199,889	1,212,912	2.39

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AMXCA 2022-2 A	5/24/2022	5/17/2027	6,908,472	6,906,545	4.63
AMXCA 2023-1 A	6/14/2023	5/15/2028	1,339,881	1,348,469	4.29
AMXCA 2024-1 A	4/23/2024	4/16/2029	5,218,930	5,334,527	4.10
AMXCA 2024-1 A	12/26/2024	4/16/2029	1,671,656	1,686,172	4.10
AMXCA 2024-3 A	10/11/2024	7/16/2029	1,614,500	1,619,722	4.10
AMXCA 2024-3 A	3/26/2025	7/16/2029	598,579	602,334	4.10
AMXCA 2025-1 A	2/11/2025	12/17/2029	949,789	961,248	4.12
BAAT 2024-1 A3	5/22/2024	11/15/2028	549,910	555,874	4.63
BAAT 231 A3	7/31/2023	2/15/2028	969,743	977,033	4.69
BAAT 232 A3	11/21/2023	6/15/2028	1,299,976	1,315,613	4.67
BACCT 2023-1 A	6/16/2023	5/15/2028	914,793	920,161	4.27
BACCT 2023-2 A	12/14/2023	11/15/2028	1,334,821	1,351,194	4.20
BACCT 2023-2 A	7/5/2024	11/15/2028	1,795,579	1,819,810	4.20
BACCT 2024-1 A	6/13/2024	5/15/2029	2,544,857	2,587,043	4.12
BACCT 2024-1 A	7/5/2024	5/15/2029	399,859	406,608	4.12
BACCT 2024-1 A	3/27/2025	5/15/2029	3,035,156	3,050,490	4.10
BMWLT 2024-2 A3	10/7/2024	10/25/2027	3,349,690	3,346,550	4.30
BMWOT 2022-A A3	5/18/2022	8/25/2026	491,034	489,645	4.53
BMWOT 2023-A A3	7/18/2023	2/25/2028	685,060	689,799	4.65
BMWOT 2024-A A3	6/11/2024	2/26/2029	3,864,413	3,914,008	4.43
BMWOT 2025-A A3	2/12/2025	9/25/2029	864,915	872,335	4.21
CARMX 2021-3 A3	7/28/2021	6/15/2026	52,419	52,341	4.59
CARMX 2022-2 A3	4/28/2022	2/16/2027	487,493	485,895	4.67
CARMX 2022-3 A3	7/20/2022	4/15/2027	1,060,433	1,057,287	4.69
CARMX 2022-4 A3	10/31/2022	8/16/2027	1,653,861	1,659,642	4.80
CARMX 2023-2 A3	4/26/2023	1/18/2028	2,497,054	2,505,835	4.65
CARMX 2023-3 A3	7/26/2023	5/15/2028	3,199,963	3,223,072	4.57
CARMX 2023-4 A3	10/18/2023	7/17/2028	599,882	609,750	4.62
CARMX 2024-1 A3	1/24/2024	10/16/2028	3,499,732	3,522,400	4.50
CARMX 2024-2 A3	4/24/2024	1/16/2029	1,999,930	2,032,340	4.53
CARMX 2024-2 A3	5/20/2024	1/16/2029	367,666	370,902	4.53
CARMX 2024-3 A3	7/30/2024	7/16/2029	5,699,743	5,760,933	4.39
CARMX 2024-4 A3	11/5/2024	10/15/2029	1,099,794	1,108,888	4.27
CCCIT 2023-A1 A1	12/11/2023	12/8/2027	584,927	587,375	4.53
CHAIT 2023-1 A	9/15/2023	9/15/2028	6,538,187	6,627,571	4.19
CHAIT 2023-1 A	9/22/2023	9/15/2028	4,608,379	4,686,929	4.19
CHAIT 2023-1 A	8/28/2024	9/15/2028	1,627,938	1,620,802	4.22
CHAIT 241 A	1/31/2024	1/16/2029	3,259,504	3,284,450	4.18
CHAOT 245 A3	9/24/2024	8/27/2029	944,901	944,235	4.36
COMET 2024-1 A	9/24/2024	9/17/2029	4,693,576	4,680,633	4.09
COMET 2024-1 A	9/24/2024	9/17/2029	2,498,242	2,456,751	4.74
COPAR 2021-1 A3	10/27/2021	9/15/2026	90,063	89,704	4.09
COPAR 2022-1 A3	5/4/2022	4/15/2027	526,823	523,930	4.47
COPAR 2022-2 A3	8/10/2022	5/17/2027	700,418	697,162	4.59
CRVNA 23P2 A3	5/31/2023	4/10/2028	1,598,981	1,617,828	4.74
DLLAA 251 A3	1/22/2025	10/20/2029	1,319,876	1,341,371	4.26
DLLAA 251 A3	1/22/2025	10/20/2029	549,948	556,996	4.42
EFF 244 A3	10/16/2024	11/20/2028	7,829,054	7,883,636	4.13
FITAT 2023-1 A3	8/23/2023	8/15/2028	2,649,836	2,673,506	4.67
FORDF 2024-1 A1	5/10/2024	4/15/2029	2,599,488	2,649,088	4.32
FORDF 2024-1 A1	1/30/2025	4/15/2029	1,268,164	1,273,600	4.32
FORDF 243 A1	10/8/2024	9/17/2029	5,849,468	5,854,037	4.31
FORDO 2022-A A3	1/24/2022	6/15/2026	45,416	45,316	4.25
FORDO 2022-B A3	6/27/2022	9/15/2026	148,934	148,734	4.53
FORDO 2023-B A3	6/26/2023	5/15/2028	1,434,981	1,444,299	4.55
FORDO 2024-B A3	6/24/2024	4/15/2029	3,264,970	3,309,437	4.35
FORDO 2024-C A3	9/20/2024	7/15/2029	1,524,990	1,523,155	4.17
FORDO 2025-A A3	3/25/2025	10/15/2029	2,929,715	2,940,343	4.34
GALC 2022-1 A3	10/12/2022	9/15/2026	2,250,260	2,253,416	4.80
GALC 241 A3	1/31/2024	1/18/2028	2,799,516	2,821,168	4.40
GALC 251 A3	3/12/2025	4/16/2029	1,699,832	1,708,959	4.36
GFORT 231 A1	6/28/2023	6/15/2028	1,299,682	1,312,402	4.51
GMALT 2024-1 A3	2/15/2024	3/22/2027	1,714,786	1,722,237	4.49
GMALT 2024-3 A3	10/2/2024	10/20/2027	439,948	438,816	4.48
GMCAR 2021-4 A3	10/21/2021	9/16/2026	140,972	140,526	3.87
GMCAR 2022-1 A3	1/19/2022	11/16/2026	224,256	223,374	4.38
GMCAR 2022-2 A3	4/13/2022	2/16/2027	345,353	343,650	4.75
GMCAR 2022-3 A3	7/13/2022	4/16/2027	579,721	577,986	4.54
GMCAR 2023-2 A3	4/12/2023	2/16/2028	553,575	553,463	4.54
GMCAR 2023-4 A3	10/11/2023	8/16/2028	939,807	952,803	4.63
GMCAR 2024-1 A3	1/17/2024	12/18/2028	764,846	769,483	4.45
GMCAR 2024-2 A3	4/10/2024	3/16/2029	1,269,754	1,283,208	4.44
GMCAR 2024-3 A3	7/10/2024	4/16/2029	1,894,708	1,920,583	4.38
GMCAR 2024-4 A3	10/16/2024	8/16/2029	2,639,492	2,656,025	4.13
GMCAR 2025-1 A3	1/15/2025	12/17/2029	2,964,780	2,995,599	4.19
HALST 2024-B A3	5/22/2024	5/17/2027	1,964,945	1,982,174	4.46
HALST 2025-A A3	1/22/2025	1/18/2028	809,939	818,035	4.22
HALST 2025-B A3	4/30/2025	4/17/2028	629,943	630,000	4.53
HALST 2025-B A4	4/30/2025	4/16/2029	1,999,733	1,999,733	4.57
HALST 24A A3	1/24/2024	3/15/2027	1,794,660	1,800,852	4.57
HAROT 2021-4 A3	11/24/2021	1/21/2026	49,196	49,096	4.80
HAROT 2022-1 A3	2/23/2022	5/15/2026	152,216	151,575	4.68
HAROT 2022-2 A3	8/24/2022	7/20/2026	478,019	476,823	4.68
HAROT 2023-4 A3	11/8/2023	6/21/2028	599,894	608,184	4.51
HAROT 2024-3 A3	8/21/2024	3/21/2029	5,224,179	5,256,089	4.26
HART 2022-B A3	7/20/2022	11/16/2026	434,177	433,274	4.56
HART 2022-C A3	11/9/2022	6/15/2027	3,753,229	3,766,008	4.75

**Orange County Transportation Authority**  
**Portfolio Listing**  
**As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
HART 2024-C A3	10/16/2024	5/15/2029	1,794,869	1,803,526	4.21
HART 2025-A A3	3/12/2025	10/15/2029	4,439,345	4,459,181	4.17
HDMOT 2022-A A3	4/20/2022	2/16/2027	369,543	368,414	4.96
HDMOT 2023-A A3	2/23/2023	12/15/2027	1,158,565	1,161,439	4.70
HUNT 241 A3	2/22/2024	1/16/2029	4,224,843	4,268,771	4.59
JDOT 2022 A3	3/16/2022	9/15/2026	327,053	325,611	4.37
JDOT 2024 A3	3/19/2024	11/15/2028	1,254,930	1,268,717	4.24
JDOT 2025 A3	3/11/2025	9/17/2029	2,644,834	2,653,411	4.13
KCOT 2022-1 A3	3/23/2022	10/15/2026	809,800	804,976	4.77
KCOT 2023-1 A3	3/31/2023	6/15/2027	6,197,898	6,220,874	4.53
KCOT 2024-2 A2	6/25/2024	4/15/2027	839,414	843,749	4.19
KCOT 222 A3	7/21/2022	12/15/2026	1,072,964	1,070,650	4.77
KCOT 232 A3	7/26/2023	1/18/2028	3,029,235	3,058,482	4.77
KCOT 241 A3	2/21/2024	7/17/2028	4,039,842	4,095,065	4.53
KCOT 251 A2	2/19/2025	12/15/2027	899,888	902,772	4.74
LADAR 243 A3	10/29/2024	3/15/2029	624,973	626,500	4.45
MBALT 2024-A A3	5/23/2024	1/18/2028	1,319,846	1,334,916	4.42
MBALT 2024-B A3	9/25/2024	2/15/2028	2,149,638	2,148,667	4.32
MBART 2022-1 A3	11/22/2022	8/16/2027	1,935,642	1,941,465	4.78
MBART 2023-1 A3	1/25/2023	11/15/2027	436,714	436,658	4.59
MBART 2025-1 A3	1/23/2025	12/17/2029	2,659,434	2,697,719	4.21
NALT 2025-A B	1/22/2025	2/15/2029	464,990	471,869	4.39
NALT 2025-A B	1/22/2025	2/15/2029	1,104,975	1,115,177	4.65
NAROT 2022-B A3	9/28/2022	5/17/2027	824,010	824,205	4.50
NAROT 2023-B A3	10/25/2023	3/15/2028	2,799,432	2,824,780	5.02
NAROT 2024-A A3	5/22/2024	12/15/2028	2,629,754	2,659,745	4.31
NAVMT 231 A	9/20/2023	8/25/2028	1,199,829	1,204,776	4.97
NFMOT 241 A2	9/19/2024	3/15/2029	1,429,094	1,420,450	4.35
NFMOT 242 A2	10/10/2024	9/17/2029	1,954,518	1,960,161	4.34
NFMOT 242 A2	11/27/2024	9/17/2029	1,159,900	1,173,089	4.34
NMOTR 24B A	3/20/2024	2/15/2029	1,699,887	1,720,332	4.39
NMOTR 24B A	10/25/2024	2/15/2029	1,593,211	1,598,653	4.22
ODART 2021-1 B	10/31/2023	7/14/2028	798,188	880,056	3.33
PFSFC 24B A	4/15/2024	2/15/2029	616,797	630,963	4.44
PFSFC 24B A	9/20/2024	2/15/2029	1,526,602	1,514,134	4.44
PILOT 241 A3	8/21/2024	11/22/2027	749,918	752,280	4.85
SBAT 24A A3	3/28/2024	12/15/2028	4,188,433	4,201,733	4.84
SDART 2023-3 A3	7/26/2023	10/15/2027	644,238	645,328	4.90
SYNIT 2024-1 A	3/27/2025	3/15/2030	581,491	584,327	4.18
SYNIT 2024-1 A	3/27/2025	3/15/2030	2,423,049	2,431,631	4.25
TAOT 2021-D A3	11/15/2021	4/15/2026	27,571	27,525	4.80
TAOT 2022-B A3	4/13/2022	9/15/2026	319,306	318,052	4.59
TAOT 2022-C A3	8/16/2022	4/15/2027	428,898	427,215	4.68
TAOT 2022-D A3	11/8/2022	9/15/2027	3,434,883	3,449,581	4.68
TAOT 2023-A A3	1/30/2023	9/15/2027	567,607	567,840	4.61
TAOT 2023-B A3	5/23/2023	2/15/2028	1,820,046	1,823,060	4.55
TAOT 2023-D A3	11/14/2023	8/15/2028	1,959,789	1,987,460	4.48
TAOT 2025-B A3	4/30/2025	11/15/2029	1,114,936	1,115,000	4.38
TAOT 25A A3	1/29/2025	8/15/2029	4,774,809	4,824,087	4.21
TLOT 2024-B A3	9/17/2024	9/20/2027	1,059,876	1,059,534	4.28
TLOT 2025-A A3	2/26/2025	2/22/2028	2,099,972	2,121,168	4.17
TLOT 2025-A A4	2/26/2025	6/20/2029	1,199,960	1,211,712	4.36
TMUST 2024-2 A	10/9/2024	5/21/2029	5,338,980	5,333,539	4.36
TMUST 2025-1 A	4/1/2025	11/20/2029	1,915,957	1,923,256	4.03
USAOT 2024-A A3	7/30/2024	3/15/2029	814,847	822,816	4.48
VALET 2024-1 A3	11/26/2024	7/20/2029	569,946	574,611	4.30
VALET 2025-1 A3	3/25/2025	8/20/2029	2,429,917	2,448,152	4.22
VWALT 2024-A A3	3/27/2024	6/21/2027	4,799,598	4,845,552	4.33
VZMT 2024-4 B	6/28/2024	6/20/2029	779,875	785,039	4.86
VZMT 2025-3 A1A	3/31/2025	3/20/2030	3,584,846	3,604,646	4.25
WFCIT 2024-1 A	5/20/2024	2/15/2029	4,490,859	4,561,785	4.18
WFCIT 2024-1 A	6/27/2024	2/15/2029	2,455,964	2,493,776	4.18
WFCIT 2024-1 A	8/16/2024	2/15/2029	2,680,915	2,684,356	4.16
WFCIT 2024-2 A	10/24/2024	10/15/2029	1,534,772	1,541,841	4.13
WFCIT 2024-2 A	10/24/2024	10/15/2029	5,744,146	5,769,761	4.14
WFLOOR 241 A1	2/29/2024	2/15/2028	999,872	1,006,190	4.92
WLAKE 2023-1 A3	1/20/2023	1/18/2028	307,475	307,576	4.84
WOART 2021-D A3	11/3/2021	10/15/2026	59,577	59,461	4.11
WOLS 2024-A A3	4/17/2024	10/15/2027	799,932	808,656	4.34

**SUB-TOTAL**

**310,657,847      312,951,141**

**Municipal Debt**

ALABAMA FED AID HWY FIN AUTH SPL OBLIG REV	9/6/2022	9/1/2027	98,611	104,002	4.02
BURBANK GLENDALE PASADENA ARPT AUTH CALIF ARPT REV	5/30/2024	7/1/2028	1,500,000	1,544,730	4.11
CALIFORNIA ST	11/5/2024	8/1/2029	1,713,985	1,734,207	4.06
CALIFORNIA ST PUB WKS BRD LEASE REV	11/8/2023	11/1/2026	1,600,000	1,635,808	3.99
CALIFORNIA ST PUB WKS BRD LEASE REV	4/11/2024	4/1/2027	1,510,000	1,532,892	4.09
CALIFORNIA ST PUB WKS BRD LEASE REV	4/11/2024	4/1/2026	1,135,000	1,142,741	4.23
CORONA	10/3/2024	5/1/2027	1,873,417	1,895,494	3.92
CORONA	10/3/2024	5/1/2027	1,613,220	1,627,678	4.06
FLORIDA ST BRD ADMIN FIN CORP REV	9/16/2020	7/1/2025	1,025,000	1,019,301	4.55
GOLDEN ST TOB SECURITIZATION CORP CALIF TOB SETTLE	10/7/2021	6/1/2025	2,120,000	2,114,721	4.28
KANSAS ST DEV FIN AUTH REV	11/22/2024	4/15/2029	1,318,473	1,343,330	4.12
LOS ANGELES CALIF CMNTY COLLEGE DIST	6/5/2024	8/1/2026	2,170,000	2,189,313	4.24
LOS ANGELES CALIF CMNTY COLLEGE DIST	2/14/2025	8/1/2029	829,336	835,774	4.85
LOS ANGELES CALIF DEPT ARPTS ARPT REV	9/25/2024	5/15/2029	821,894	832,971	3.93
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	3/4/2021	11/1/2025	1,600,000	1,572,400	4.46
MASSACHUSETTS (COMMONWEALTH OF)	5/1/2024	7/15/2027	764,544	787,766	4.11

**Orange County Transportation Authority  
Portfolio Listing  
As of April 30, 2025**

<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
MASSACHUSETTS COMMONWEALTH	6/26/2023	11/1/2026	431,068	464,431	3.92
NEW JERSEY ST TRANSN TR FD AUTH	10/24/2024	6/15/2026	2,210,000	2,220,365	4.17
NEW YORK ST URBAN DEV CORP REV	9/25/2024	3/15/2029	525,642	528,787	4.09
NEW YORK STATE DORMITORY AUTHORITY	3/31/2025	3/15/2027	1,426,125	1,433,303	4.02
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2029	1,500,000.00	1,533,405.00	4.12
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2028	455,000.00	462,803.25	4.04
PENNSYLVANIA ECONOMIC DEV FING AUTH REV	2/26/2025	6/1/2027	540,000.00	546,334.20	3.98
PORT OAKLAND CALIF REV	9/25/2024	5/1/2029	1,284,425.72	1,276,206.63	4.40
REDONDO BEACH CALIF CMNTY FING AUTH LEASE REV	7/15/2021	5/1/2026	1,495,000.00	1,453,633.35	4.17
SACRAMENTO CALIF WTR REV	9/20/2024	9/1/2026	144,307.50	145,854.00	4.10
SACRAMENTO CALIF WTR REV	3/31/2025	9/1/2026	241,880.00	243,090.00	4.10
SAN DIEGO CALIF UNI SCH DIST	9/19/2024	7/1/2029	790,000.00	789,691.90	3.97
SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	7/31/2024	10/1/2027	4,230,000.00	4,300,302.60	3.90
SAN FRANCISCO (CITY & COUNTY) PUBLIC UTILITIES COM	10/4/2024	10/1/2027	499,937.20	497,614.60	3.95
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	9/19/2024	5/1/2029	933,320.00	938,360.00	4.03
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	2/16/2023	5/1/2026	1,240,000.00	1,242,418.00	4.16
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	2,276,950.00	2,276,882.20	3.94
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/17/2023	5/1/2027	841,262.50	840,093.50	4.01
WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	3/26/2025	5/1/2029	437,761.10	442,930.60	4.11
<b>SUB-TOTAL</b>			<b>43,196,157</b>	<b>43,549,633</b>	
<b>Supranationals</b>					
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	9/27/2024	9/21/2029	2,003,800	1,988,940	3.76
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	10/16/2024	10/16/2029	1,481,124	1,491,608	3.77
INTERNATIONAL FINANCE CORP	12/6/2023	1/15/2027	4,938,847	5,010,992	3.68
<b>SUB-TOTAL</b>			<b>8,423,771</b>	<b>8,491,540</b>	
<b>MANAGED PORTFOLIO - TOTAL</b>			<b>\$ 2,318,106,899</b>	<b>\$ 2,349,468,411</b>	

<b>GRANT FUNDS</b>					
<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
<b>SB 125 Funding Agreement - BNY</b>					
DREYFUS MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	25,000,000	25,000,000	4.21
FIDELITY TREASURY OBLIGATIONS FUND	N/A	N/A	20,880,921	20,880,921	4.22
RBC US MONEY MARKET GOVERNMENT PORTFOLIO	N/A	N/A	82,020,341	82,020,341	4.11
BANK DEPOSITS	N/A	N/A	89,597	89,597	0.00
<b>GRANT FUNDS - TOTAL</b>			<b>\$ 127,990,859</b>	<b>\$ 127,990,859</b>	

<b>DEBT SERVICE RESERVE FUNDS</b>					
<b>DESCRIPTION</b>	<b>SETTLE DATE</b>	<b>MATURITY DATE</b>	<b>BOOK VALUE</b>	<b>MARKET VALUE</b>	<b>YIELD</b>
<b>91 EXPRESS LANES 2023 BONDS (US Bank DSF/DSRF)</b>					
FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	N/A	5,368,153	5,368,153	3.97
<b>91 EXPRESS LANES 2023 BONDS - OPERATING &amp; MAINTENANCE RESERVES</b>					
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
<b>DEBT SERVICE RESERVE FUNDS - TOTAL</b>			<b>\$ 13,563,942</b>	<b>\$ 13,563,942</b>	

			<b>Book Value</b>	<b>Market Value</b>
<b>TOTAL PORTFOLIO</b>			<b>\$ 2,932,646,038</b>	<b>\$ 2,964,435,742</b>


Note: Market Value does not include accrued interest.



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Reserve Policy Update

**Finance and Administration Committee Meeting of June 11, 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)**

Adopt the Proposed Reserve Policy dated June 23, 2025, and implement the policy in current and future financial plans.





**June 11, 2025**

**To:** Finance and Administration Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Reserve Policy Update

### **Overview**

The Orange County Transportation Authority is committed to prudent fiscal management and maintaining the ability to fund its programs and services during times of economic uncertainty. The Orange County Transportation Authority has a history of maintaining reserves to mitigate the impacts of financial risks to the programs it operates. Staff is proposing to update the reserve policy to increase the minimum balance requirement for the general liability reserve.

### **Recommendation**

Adopt the Proposed Reserve Policy dated June 23, 2025, and implement the policy in current and future financial plans.

### **Background**

The Orange County Transportation Authority (OCTA) has a history of maintaining reserves to support programs for which revenues can be greatly impacted during times of economic uncertainty or recession. The OCTA Board of Directors (Board) formally adopted a reserve policy in November 2019 to mitigate the impacts of financial risks to OCTA's programs. Since then, the Board has periodically approved updates to the policy. In March 2022, the Board approved an update to the Reserve Policy to establish a long-term operating reserve within the bus program to help sustain service levels into the future. In June 2024, the Board approved updates to the reserve targets for the 91 Express Lanes, payment commencement dates for the 405 Express Lanes reserves, and the incorporation of three administrative funds reserves into the policy, one of which was the general liability reserve.

OCTA has a longstanding history of maintaining a general liability reserve to protect against liability claims. OCTA has also had periods of time where it purchased excess liability insurance to add an additional layer of protection

against liability claims. However, due to unfavorable conditions in the excess liability insurance market, OCTA has remained self-insured with no excess liability coverage since November 23, 2020. During this time, OCTA has continued to maintain a general liability reserve per the Board-approved Reserve Policy.

The Reserve Policy specifies that the minimum balance of the general liability reserve is based on an annual actuarial review that provides outstanding claims liabilities, estimates future claims liabilities, and forecasts cash flow requirements for the estimated liabilities utilizing a variety of approaches based on OCTA's claims history. The annual actuarial reviews are generally received in August of each year and based on the actuarial review for 2024, the minimum general liability reserve balance is \$7.1 million. OCTA has taken a conservative approach with the general liability reserve and currently maintains a balance of approximately \$20.8 million.

### ***Discussion***

At the OCTA Board meeting held on May 12, 2025, staff was directed to evaluate options to increase the required minimum balance for the general liability reserve. Given that the purpose of the general liability reserve is to protect against claims originating from OCTA's directly operated bus service, staff conducted an informal survey to determine the amount of some of the larger single claims for bus-related incidents paid by peer agencies. With few exceptions, the larger single claim amounts for bus-related incidents paid by peer agencies was \$25 million or less. A conservative approach to strengthening the required minimum balance for OCTA's general liability reserve would be to use the amount provided by the actuarial review, which is based on OCTA's standard claims experience, and add \$25 million to protect against a large, unpredictable claim. This approach would increase the required minimum balance from \$7.1 million to \$32.1 million and would allow OCTA to cover a large, unpredictable claim as well as anticipated claims in any given year.

The current balance for the general liability reserve is \$20.8 million. This approach would require an additional deposit of approximately \$11.3 million into the reserve, which could be accommodated without impacting bus operations. The language included in OCTA's Reserve Policy would also be amended to reflect the minimum balance amount of the general liability reserve to be \$25 million plus the amount based on the annual actuarial reserve.

A redlined version of the Proposed Reserve Policy has been included as Attachment A and the amended language can be found on page 4 of the document.

***Summary***

OCTA has a history of maintaining reserves to mitigate the impacts of financial risks to the programs it operates. OCTA is proposing to amend the policy to increase the minimum reserve balance for the general liability reserve to better protect against future claims.

***Attachments***

- A. Orange County Transportation Authority, Proposed Reserve Policy Redlined Version dated June 23, 2025
- B. Orange County Transportation Authority, Proposed Reserve Policy dated June 23, 2025

**Prepared by:**

Sean Murdock  
Director,  
Finance and Administration  
(714) 560-5685

**Approved by:**

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

**Orange County Transportation Authority  
Proposed Reserve Policy Redlined Version  
June 23<sup>4</sup>, 2025<sup>4</sup>**

**ATTACHMENT A**

**OPERATING PROGRAMS RESERVES**

Bus Program

Reserve	Target Amount
Short-Term Operating	60 days
Long-Term Operating	Not applicable
Capital	Fully fund capital expenditures through Capital Replacement Fund
Debt Requirements	Not applicable

The Orange County Transportation Authority (OCTA) maintains a fully funded Short-Term Operating Reserve (STOR) for the Bus Program. The Bus Program maintains a 60-day working capital balance, approximately \$50 million, to accommodate for unexpected short-term fluctuations in revenue and expenditures.

OCTA may utilize a Long-Term Operating Reserve (LTOR) in which funds can be set aside to support bus service levels into the future. This LTOR would be funded after both the STOR and Capital Replacement Fund (CRF) are fully funded. There is no target for the LTOR. These funds are to be drawn solely to support bus operations unless needed to fully fund the STOR or CRF.

OCTA maintains a CRF for the Bus Program, which is used to fund the rehabilitation and replacement of its capital assets. The CRF enables OCTA to pay for the rehabilitation and replacement of capital assets without the need for debt financing, which allows OCTA to avoid debt service expenditures and instead maximize the amount of revenue available for service. Funding for the CRF is determined through OCTA's Comprehensive Business Plan (CBP) and executed through the annual budget.

91 Express Lanes (91 EL)

Reserve	Target Amount
Operating	None
Capital	Fully fund capital expenditures through Capital Replacement Fund
Excess Revenue Policy	Freeway – 80 percent, Transit – 20 percent
Debt Requirements	
Debt Service	\$5,200,000
Operating	\$3,000,000
Capital	\$5,000,000

**Orange County Transportation Authority**  
**Proposed Reserve Policy Redlined Version**  
**June 23~~4~~, 202~~5~~<sup>4</sup>**

The 91 EL has five reserve accounts which include two reserve accounts internal to OCTA and three reserve accounts required as part of the 91 EL outstanding debt. The two reserve accounts internal to OCTA are Board of Directors (Board)-approved and include a 91 EL CRF and a 91 EL Excess Revenue Fund (ERF). The 91 EL CRF is fully funded and used to fund the rehabilitation and replacement of the 91 EL capital assets without the need for additional debt financing. Like the Bus Program, funding for the 91 EL CRF is determined through OCTA's CBP on an annual basis.

In January 2014, the OCTA Board approved a policy for the use of 91 EL ERF. The 91 EL ERF is to be used to fund future State Route 91 (SR-91) corridor improvements. The 91 EL excess revenues, defined as revenues available after debt service, operations, maintenance, capital, and administration costs are paid, are to be allocated 80 percent for freeway projects and 20 percent for transit projects or services. The 80/20 allocation is to be achieved by 2030. The Board has already set aside \$14.3 million of excess revenues to help fund the Placentia Metrolink Station. In November 2017, the Board approved the Next 10 Delivery Plan which included the utilization of up to \$748.7 million in excess revenues to be used on a pay-as-you-go basis for two Measure M2 (M2) freeway projects in the SR-91 corridor.

Three reserve accounts are required as part of the 91 EL outstanding debt to protect bondholders. The three reserve accounts are held in trust for the benefit of the repayment of the bonds and include a debt service reserve fund (\$5.2 million), an operating reserve (\$3.0 million), and a capital reserve (\$5.0 million). Each of the reserve accounts is fully funded and will remain so until the debt is retired.

**405 Express Lanes (405 EL)**

Reserve	Target Amount	Estimated Contribution Start Date
Operating	To be determined	Not applicable
Capital	To be determined	Not applicable
Debt Requirements		
Debt Service	Fluctuates based on amount of monthly debt service	6/1/2025
Operations & Maintenance	Fluctuates annually: formula based on annual operating budget	12/1/2024
Major Maintenance	Fluctuates annually: formula based on operating budget and forecasted maintenance expenditures	5/30/2028

**Orange County Transportation Authority**  
**Proposed Reserve Policy Redlined Version**  
**June 23~~4~~, 202~~5~~4**

OCTA anticipates the 405 EL will have up to two internal reserve accounts (established and held by OCTA), as well as three reserve accounts required due to outstanding debt to be held by the trustee. The type and amount of the internal reserve accounts will be determined at a future date as OCTA evaluates the available revenue to fund the accounts based on first satisfying the loan requirements from the outstanding debt. As an example, OCTA is required to deposit all excess revenue, after satisfying the requirements of the other reserve funds, into a Distribution Lock-Up fund for the first five years of operations. The internal reserve accounts will be included within this policy and brought to the Board for consideration.

The 405 EL will have a Transportation Infrastructure Finance and Innovation Act loan with the United States Department of Transportation that will be repaid with 405 EL toll revenue. The loan will require three reserve accounts to be created within set time periods following substantial completion of the project. The three accounts include a debt service reserve fund, operations and maintenance reserve fund, and a major maintenance reserve fund. Each reserve fund has a formula defined within the loan agreement for the amount required.

Motorist Services Program

Reserve	Target Amount
Operating	60 days
Capital	None
Debt Requirements	Not applicable

The Motorist Services Program supports the Freeway Service Patrol (FSP), Freeway Callbox, and 511 Programs. Revenue to support the three programs comes primarily from vehicle registration fees and funding from the State Highway Account (SHA). In addition to those funding sources, the FSP does receive additional funding from the M2 Program and the Road Repair and Accountability Act (RRAA). Both the SHA and RRAA funds are received annually on a reimbursement basis.

The FSP is the largest operating program of the Motorist Services Programs and is used to fund private tow truck companies that patrol freeways to assist stranded motorists. OCTA maintains a 60-day operating reserve to ensure adequate reserves to cover unforeseen impacts to FSP revenue or expenses and to allow for fluctuations in the timing of the revenue reimbursement for the SHA and RRAA revenues. A 60-day operating reserve is approximately \$1.4 million. Due to the small nature of the capital expenditures for the three programs, a capital reserve is not deemed necessary to support ongoing capital requirements.

**Orange County Transportation Authority**  
**Proposed Reserve Policy Redlined Version**  
**June 2~~3~~4, 202~~5~~4**

OC Streetcar

Reserve	Target Amount
Operating	To be determined
Capital	To be determined
Debt Requirements	Not applicable

OCTA also anticipates the OC Streetcar will have internal reserve accounts that will be established and held by the OCTA similar to the Bus Program. The type and amount of the internal reserve accounts will be determined in the future and will be included within this policy and brought to the Board for consideration.

**ADMINISTRATIVE FUNDS RESERVES**

General Liability Reserve

OCTA has an established reserve to fund outstanding claims and estimated future claims associated with personal liability and property damage claims.

Reserve	Target Amount
<u>General</u> Liability	Minimum amount <u>is \$25 million</u> <u>plus the amount to be</u> based on annual actuarial review

Worker's Compensation Reserve

OCTA has an established reserve to fund outstanding claims and estimated future claims associated with workers' compensation claims.

Reserve	Target Amount
Workers' Compensation	Minimum amount to be based on annual actuarial review

Additional Retiree Benefit Account Reserve

OCTA has an established reserve to fund existing and future expenditures associated with the Additional Retiree Benefit Account (ARBA).

Reserve	Target Amount
ARBA	Minimum amount to be based on biennial actuarial review

**Orange County Transportation Authority  
Proposed Reserve Policy Redlined Version  
June 2<sup>34</sup>, 202<sup>54</sup>**

Future Updates to the Reserve Policy

Reserve targets are reviewed during OCTA's annual process of updating and analyzing the cash flows for each of OCTA's programs and services. OCTA will bring any future recommended changes to this policy to the Board for consideration.



**Orange County Transportation Authority  
Proposed Reserve Policy  
June 23, 2025**

**ATTACHMENT B**

**OPERATING PROGRAMS RESERVES**

Bus Program

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Short-Term Operating	60 days
Long-Term Operating	Not applicable
Capital	Fully fund capital expenditures through Capital Replacement Fund
Debt Requirements	Not applicable

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Debt Requirements	
Debt Service	\$5,200,000
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**Orange County Transportation Authority  
Proposed Reserve Policy  
June 23, 2025**

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**Orange County Transportation Authority  
Proposed Reserve Policy  
June 23, 2025**

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The 405 EL will have a Transportation Infrastructure Finance and Innovation Act loan with the United States Department of Transportation that will be repaid with 405 EL toll revenue. The loan will require three reserve accounts to be created within set time periods following substantial completion of the project. The three accounts include a debt service reserve fund, operations and maintenance reserve fund, and a major maintenance reserve fund. Each reserve fund has a formula defined within the loan agreement for the amount required.

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Reserve	Target Amount
Operating	60 days
Capital	None
Debt Requirements	Not applicable

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from vehicle registration fees and funding from the State Highway Account (SHA). In addition to those funding sources, the FSP does receive additional funding from the M2 Program and the Road Repair and Accountability Act (RRAA). Both the SHA and RRAA funds are received annually on a reimbursement basis.

The FSP is the largest operating program of the Motorist Services Programs and is used to fund private tow truck companies that patrol freeways to assist stranded motorists. OCTA maintains a 60-day operating reserve to ensure adequate reserves to cover unforeseen impacts to FSP revenue or expenses and to allow for fluctuations in the timing of the revenue reimbursement for the SHA and RRAA revenues. A 60-day operating reserve is approximately \$1.4 million. Due to the small nature of the capital expenditures for the three programs, a capital reserve is not deemed necessary to support ongoing capital requirements.

**Orange County Transportation Authority  
Proposed Reserve Policy  
June 23, 2025**

OC Streetcar

Reserve	Target Amount
Operating	To be determined
Capital	To be determined
Debt Requirements	Not applicable

OCTA also anticipates the OC Streetcar will have internal reserve accounts that will be established and held by the OCTA similar to the Bus Program. The type and amount of the internal reserve accounts will be determined in the future and will be included within this policy and brought to the Board for consideration.

**ADMINISTRATIVE FUNDS RESERVES**

General Liability Reserve

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Reserve	Target Amount
General Liability	Minimum amount is \$25 million plus the amount based on annual actuarial review

Worker's Compensation Reserve

OCTA has an established reserve to fund outstanding claims and estimated future claims associated with worker's compensation claims.

Reserve	Target Amount
Worker's Compensation	Minimum amount to be based on annual actuarial review

Additional Retiree Benefit Account Reserve

OCTA has an established reserve to fund existing and future expenditures associated with the Additional Retiree Benefit Account (ARBA).

Reserve	Target Amount
ARBA	Minimum amount to be based on biennial actuarial review

**Orange County Transportation Authority  
Proposed Reserve Policy  
June 23, 2025**

Future Updates to the Reserve Policy

Reserve targets are reviewed during OCTA's annual process of updating and analyzing the cash flows for each of OCTA's programs and services. OCTA will bring any future recommended changes to this policy to the Board for consideration.



MEMO

**June 18, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board  
**Subject:** Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



**June 19, 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. This report includes a state budget update focused on budget change proposals and trailer bills related to the 2028 Olympics and the cap-and-trade program. A summary of a hearing focused on the Los Angeles – San Diego – San Luis Obispo Rail Corridor is also included. A verbal update on the adopted fiscal year 2025–26 state budget will be provided when this report is presented.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

Overview of Proposed State Budget Trailer Bill Proposals Impacting Transportation

Following the release of the Governor's May Revision for fiscal year (FY) 2025-26, several trailer bills have been proposed to support implementation of proposed budget items related to transportation infrastructure, specifically on planning for the 2028 Olympic and Paralympic Games in Los Angeles (LA28). Topics addressed in these proposed trailer bills include permitting exemptions, environmental streamlining, and operational authority for Olympic-related transportation activities.

The May Revision proposed \$17.6 million from the State Highway Account to support the California Department of Transportation's (Caltrans) initial efforts to plan and implement the Games Route Network (GRN), a system of designated freeway and arterial lanes intended to facilitate secure and predictable travel for athletes, officials, and other accredited participants. The funding would also

support the Integrated Transportation Management Project, which seeks to enhance coordination between Caltrans and local agencies through upgraded traffic operations systems. The proposal includes 92 limited-term positions to support these planning, operational, and maintenance functions. Not part of this request is future staffing and operating costs that Caltrans has identified, capital expenditures for the GRN, and any costs by local agencies including host cities. A joint effort between Caltrans and the Los Angeles County Metropolitan Transportation Authority to obtain funding via grants or appropriations for this work is referenced in the original budget change proposal supporting this funding. This joint effort would also undertake the analysis to assess costs for the remaining elements to inform potential future budget requests.

Three trailer bill proposals were also released in conjunction with the May Revision to support transportation initiatives related to LA28. One proposal amends the California Coastal Act to classify LA28 as temporary events, exempting from coastal development permitting requirements any development deemed necessary by the Organizing Committee for the bidding, hosting, or staging of LA28, under the authority of the California Coastal Commission. This exemption would apply throughout the entire duration of construction, occupancy, and removal activities connected to LA28. A second proposal provides a California Environmental Quality Act exemption to exclude from environmental review those activities and approvals necessary for planning and executing LA28, excluding facility construction unless deemed necessary by the Organizing Committee. A third trailer bill would authorize Caltrans and local agencies to temporarily allow exclusive or preferential use of high-occupancy vehicle lanes, high-occupancy toll lanes, and other lanes for Olympic-related vehicles as part of the GRN. Eligible vehicles would display a distinctive decal or identifier issued by LA28 organizers and approved by Caltrans in collaboration with the California Highway Patrol. Notably, the trailer bill does not reference toll agencies or regional transportation planning agencies in the development or approval of the decal. It also does not specify how access would be coordinated across tolled facilities, and it remains unclear whether Caltrans or other entities would request OCTA's participation. Staff will continue to monitor implementation details and assess any potential operational impacts on OCTA-managed infrastructure. These provisions would be in effect through January 1, 2029.

Additional details are expected to emerge as budget negotiations progress in the coming weeks. The Legislature must pass a balanced budget bill for FY 2025-26 by midnight on June 15, 2025. Due to the proximity of this deadline to the publication of this staff report, staff will provide a verbal update on the approved state budget to the Legislative and Communications Committee, scheduled for June 19, 2025.



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### Cap-and-Trade Update

As part of the Governor's May Revision, the Administration proposed an extension of California's cap-and-trade program through 2045, rebranded as the cap-and-invest program. While the proposal outlines a new structure for allocating future cap-and-trade revenues, it introduces potential shifts in funding priorities that could significantly affect transit-related programs supported by the Greenhouse Gas Reduction Fund (GGRF).

Revenue generated through the sale of emissions allowances under the cap-and-trade program is deposited into GGRF, which supports a variety of programs statewide. While the program's primary purpose is to achieve emissions reductions, it has also become a critical funding source for public transportation infrastructure and operations. For example, the Orange County Transportation Authority (OCTA) has secured funding from the Transit and Intercity Rail Capital Program (TIRCP) to support major projects, including the OC Streetcar, and efforts to protect the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. Additionally, OCTA utilizes the Low Carbon Transit Operations Program (LCTOP) to implement its Youth Ride Free initiative, which expands transit access for young residents across the County.

Under the current framework, TIRCP and LCTOP receive ten percent and five percent of cap-and-trade revenues, respectively, through continuous appropriations. These programs have funded numerous transit capital projects and services intended to reduce greenhouse gas emissions and deliver additional benefits such as improved air quality and mobility. In recent years, GGRF revenues have also been used to stabilize transit funding in the face of state budget constraints. For example, as part of the FY 2024-25 state budget, a significant portion of transit funding was shifted from the General Fund to the GGRF to maintain support for key programs like TIRCP and the Zero-Emission Transit Capital Program. For OCTA, these programs have been essential to advancing regional transit priorities, including support for bus and rail operations, capital improvements, and the agency's ongoing transition to a zero-emission bus fleet under the Innovative Clean Transit regulation.

However, the cap-and-invest proposal introduced in the FY 2025-26 May Revision includes a significant shift in how the State plans to allocate GGRF revenues. The Governor has framed the extension through 2045 as a response to growing federal scrutiny of state climate policies and as a way to provide certainty for programs such as the California Climate Credit, which is expected to provide approximately \$60 billion in utility bill relief through the duration of the extension, and would require at least \$1 billion annually in GGRF be directed to the California High-Speed Rail Project. The proposal also responds to a \$12 billion budget shortfall, redirecting GGRF revenues to cover other state obligations. As part of this shift, the Governor proposes allocating \$1.54 billion annually to fund CalFire operations, which were previously

supported by the General Fund. These proposed commitments would represent a major reallocation of cap-and-trade revenues and would reduce the pool of funding available for other GGRF-supported programs, including public transit.

As a result of these shifts, the cap-and-invest proposal would reduce or defer funding for several transit programs that have historically relied on GGRF support, including:

- A reduction in the State's planned FY 2025–26 formula-based investment in TIRCP from \$1 billion to \$812 million.
- The proposed elimination of a \$690 million investment in the Zero-Emission Transit Capital Program, previously planned for FYs 2026–27 and 2027–28.
- Elimination of a planned \$200 million allocation for TIRCP Cycle 6, potentially impacting already awarded grant funding.
- A lack of clarity on whether continuous appropriations for TIRCP and LCTOP will be maintained beyond FY 2024–25, creating uncertainty for currently programmed projects and future grant cycles.

These changes could affect nearly \$3 billion in GGRF funding for public transit statewide between FY 2025–26 and FY 2028–29, including approximately \$2 billion already programmed to specific projects and services by the State or regional agencies. For OCTA, this level of uncertainty could jeopardize the delivery of regional projects and services. Broader potential impacts include delays to capital projects, loss of federal matching funds, and financial pressures on transit operators statewide.

As part of ongoing legislative review, there has been a series of hearings across both the Assembly and the Senate focused on the Governor's cap-and-invest proposal and the broader question of extending California's cap-and-trade program beyond 2030. The Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation held hearings on April 30 and May 15, 2025, where members expressed apprehension about the proposed reallocation of GGRF revenues, particularly the shift of \$1.54 billion annually to CalFire operations, previously funded through the General Fund. Legislators questioned whether this shift could reduce available funding for core services such as public transit, housing, healthcare, and water infrastructure. Concerns were also raised about the proposed elimination of SB 125 (Chapter 54, Statutes of 2023) transit funds and the uncertain future of TIRCP and LCTOP. Members objected to prioritizing funding for major infrastructure projects such as the Delta Conveyance Project and California High-Speed Rail over programs viewed as essential that address affordability, mobility, and climate resilience in the near term.

These themes were echoed on May 8, 2025, during a joint oversight hearing of the Senate Budget and Fiscal Review Subcommittee No. 2 and the Senate Environmental Quality Committee, which examined the future of California's cap-and-trade program as the State considers reauthorization beyond 2030. Legislative Analyst's Office (LAO) analyst Helen Kerstein recommended the Legislature reassess continuous appropriations to ensure GGRF spending aligns with evolving climate and affordability priorities. The LAO further suggested measures to enhance affordability, such as lowering the price ceiling, issuing more free allowances to utilities, and targeting GGRF revenues toward consumer rebates or uncapped emissions sectors for greater cost-effectiveness. Lawmakers echoed concerns about program design, equity, and fund volatility, with some advocating for redirecting funds away from high-speed rail toward multimodal transit with faster climate impacts. The hearing highlighted strong legislative interest in improved oversight, affordability protections, and aligning cap-and-trade revenue use with California's long-term climate and community goals.

Transit agencies across the state are engaging with the Administration and Legislature to request that the final framework:

- Maintains existing GGRF commitments to transit agencies through 2030.
- Continues or increases ongoing support for TIRCP and LCTOP beyond 2030.
- Streamlines the design of GGRF-funded programs to improve flexibility and reduce administrative barriers for transit agencies.

These priorities are outlined in letters submitted in response to the Governor's cap-and-invest proposal. OCTA submitted a letter to the Governor, State Senate President pro Tempore, and Speaker of the State Assembly (Attachment A). Similarly, the California Transit Association (CTA) submitted a letter to the same recipients (Attachment B).

As budget negotiations continue, additional details may emerge that clarify how GGRF allocations will be managed under the proposed cap-and-invest framework and what impacts there will be on transit funding in future years. Recent federal scrutiny of the California High-Speed Rail Project, including a letter from the Federal Railroad Administration (FRA) on June 4, 2025, seeking to revoke funding, may put additional pressure on negotiations.

Specifically, the letter from the FRA to the California High-Speed Rail Authority expressed deep concerns over the direction and management of the project, signaling potential revocation of up to \$4 billion in federal grants. The letter underscored a \$7 billion funding shortfall needed to complete the Merced-to-Bakersfield section, emphasizing the lack of a credible plan to secure the necessary resources. This shortfall is one of the underlying challenges that is underpinning the cap-and-trade discussions. The letter established a mid-July

deadline for the State to respond and demonstrate continued compliance with the terms of the funding agreements, with the possibility of grant termination if sufficient progress is not shown.

#### Summary of Subcommittee on Los Angeles – San Diego – San Luis Obispo Rail Corridor Resiliency Hearing

On May 30, 2025, the Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency held a hearing entitled, *“Tracks to the Future: Strengthening the LOSSAN Corridor for California’s Global Stage.”* The hearing focused on transportation planning for nine major international sporting events through 2028, including the 2026 Fédération Internationale de Football Association World Cup and LA28. Paul Krikorian, Executive Director of the City of Los Angeles Office of Major Events, presented on the long-term opportunity to improve regional rail and mobility across Southern California, mentioning that host cities and visitors will rely heavily on rail to travel between venues. He noted that LA28 is expected to generate \$18 billion in economic impact, and planning efforts are being led by a cross-agency consortium focused on key station upgrades and temporary service expansion. Mr. Krikorian highlighted the urgent need for additional federal and state support, especially to meet bus fleet demands.

Chad Edison, Chief Deputy Secretary for Rail and Transit at the California State Transportation Agency, shared plans to grow intercity rail capacity by 40 percent by 2028 through a revitalized state-owned fleet, and restored frequencies on key routes. Jennifer Gress, Division Chief of the Sustainable Transportation and Communities Division at the California Air Resources Board, discussed the climate and equity benefits of transit investments, particularly along the LOSSAN Rail Corridor, where recent improvements have expanded service and access for disadvantaged riders.

Frank Jimenez, Senior Fiscal and Policy Analyst of the LAO, cautioned that without additional state funding, intercity services may face cuts or fare increases. He outlined potential funding options, including use of the General Fund, GGRF, and transportation-specific revenues. Jacob Wasserman of the University of California, Los Angeles (UCLA) described LOSSAN’s fragmented governance as a barrier to coordination and recommended reforms such as unified branding, fare integration, and a network manager model. Jonathan Stewart, also from UCLA, highlighted geotechnical risks such as coastal landslides and seismic threats, calling for proactive hazard mitigation.

Legislators raised concerns about funding shortfalls and equity. Michael Pimentel, Executive Director of CTA, warned that proposed cuts to the GGRF could undermine nearly \$3 billion in planned transit and rail investments and accelerate a fiscal cliff for agencies. Overall, the hearing highlighted ongoing discussions around the importance of sustained investment, improved coordination, and strategic planning to prepare California’s transit systems for these upcoming major events.

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**Summary**

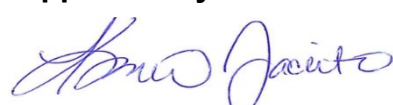
An overview of key state activities is provided related to the state budget and hearings on cap-and-trade and the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

**Attachments**

- A. Letter from Doug Chaffee, Chair, Orange County Transportation Authority Board of Directors, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Mike McGuire, President pro Tempore, California State Senate and the Honorable Robert Rivas, Speaker, California State Assembly, dated June 4, 2025, re: Concerns Regarding Cap-and-Trade (Cap-and-Invest) Proposal in Fiscal Year 2025-26 May Revision
- B. Letter from Michael Pimentel, Executive Director, California Transit Association, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Mike McGuire, President pro Tempore, California State Senate, and the Honorable Robert Rivas, Speaker, California State Assembly, dated May 22, 2025, re: Transit Investments in Cap-and-Invest Plan
- C. Orange County Transportation Authority Legislative Matrix

**Prepared by:**

Clara Brotcke  
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(714) 560-5329

**Approved by:**

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



**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

June 4, 2025

The Honorable Gavin Newsom  
Governor, State of California  
1021 O Street, Suite 9000  
Sacramento, CA 95814

The Honorable Mike McGuire  
President pro Tempore California State Senate  
1021 O Street, Suite 8518  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker California State Assembly  
1021 O Street, Suite 8330  
Sacramento, CA 95814

**Subject: Concerns Regarding Cap-and-Trade (Cap-and-Invest) Proposal in  
Fiscal Year 2025-26 May Revision**

Dear Governor Newsom, Senator McGuire, and Speaker Rivas:

On behalf of the Orange County Transportation Authority (OCTA), I am writing to express strong concerns regarding the proposed Cap-and-Trade (proposed to be rebranded to Cap-and-Invest) framework outlined in the Governor's May Revision of the Fiscal Year (FY) 2025-26 State Budget. While we appreciate the Governor's commitment to providing certainty to future funding under the program, the current proposal significantly jeopardizes the transit capital and operations programs that have long relied on these revenues to support essential public transportation services and infrastructure.

Because of the proposal's silence on maintaining investments for one-time investments in transit and ongoing appropriations, the proposal will have the impact of reducing or eliminating critical Greenhouse Gas Reduction Fund (GGRF) investments in the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Zero-Emission Transit Capital Program (ZETCP). These changes would reduce the planned \$1 billion investment in formula-based TIRCP for FY 2025-26 to \$812 million, eliminate \$200 million for TIRCP Cycle 6, and eliminate \$690 million for ZETCP in FYs 2026-27 and 2027-28. In addition, the proposal does not reaffirm continuous appropriations to TIRCP and LCTOP, putting the future of these successful programs at risk.

This is particularly concerning given the Legislature's demonstrated commitment to public transit in recent years, most notably through the passage of

The Honorable Gavin Newsom, The Honorable Mike McGuire, The Honorable Robert Rivas

June 4, 2025

Page 2

SB 125 (Chapter 58, Statutes of 2023), which established the formula-based TIRCP and ZETCP programs to provide stable and equitable funding to support transit capital and operations. In addition, the 2023-24 State Budget shifted funds from the General Fund into the GGRF to protect and sustain transit investments during a period of budget uncertainty, reinforcing the Legislature's recognition of the essential role these programs play in supporting mobility across the state.

This level of uncertainty threatens OCTA's ability to maintain and expand critical transit services and deliver infrastructure that supports regional mobility and access. Projects like the OC Streetcar, resiliency work on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, and support for Metrolink commuter rail service operations are essential to providing safe, reliable, and connected transportation options in southern California. OCTA's Youth Ride Free Program and our transition to a zero-emission bus fleet also depend on funding from programs like LCTOP and ZETCP. These investments help reduce greenhouse gas emissions, expand access to opportunity, and build long-term ridership.

To that end, OCTA recently adopted Cap-and-Trade principles, as detailed in the attachment, to guide our engagement on policy matters such as those under consideration. The concerns outlined in this letter are consistent with these principles, which include the following:

- **Support for the continuation of existing GGRF investments in transit capital and operations programs, such as TIRCP and LCTOP:** The final framework must honor all existing funding commitments through 2030. This includes not only sustaining current investment levels but identifying opportunities to grow funding streams in future years to meet increasing demand for capital and operational support.
- **Opposition to any proposals that would divert existing funding away from effective regional use:** The Legislature's previous decisions to create formula-based programs and protect these investments should continue to guide the State's approach.
- **Support for maximizing formula-based distribution of Cap-and-Trade revenues for transportation purposes to support regional transportation needs and locally driven solutions:** OCTA urges the continuation and strengthening of formula-based funding, such as done with the TIRCP and ZETCP funding provided under SB 125. These resources offer flexibility to address both capital and operational priorities

The Honorable Gavin Newsom, The Honorable Mike McGuire, The Honorable Robert Rivas

June 4, 2025

Page 3

and are critical to maintaining project delivery timelines and leveraging other funding sources, including federal dollars.

Unfortunately, the current proposal does not align with these principles. By shifting focus away from programs that have a proven track record of delivering high-impact transit projects and services, it risks undermining long-standing commitments and jeopardizing critical progress already underway. We respectfully urge the Legislature to work with the Administration to ensure that the final plan protects and continues investments in the transit capital and operations programs that are vital to achieving California's mobility, access, and economic goals. These investments are already delivering measurable benefits and should remain central to the State's strategy moving forward.

Thank you for your attention to this important issue and for your ongoing leadership in providing critical funding for transit. If you or your staff have any questions, please contact Kristin Jacinto, Executive Director of Government Relations, at (714) 560-5754 or [kjacinto@octa.net](mailto:kjacinto@octa.net).

Sincerely,



Doug Chaffee  
Chair

DC:aec

c: Members, Orange County State Legislative Delegation  
The Honorable Scott Wiener, Chair, Senate Budget and Fiscal Review Committee  
The Honorable Jesse Gabriel, Chair, Assembly Committee on Budget  
The Honorable Laura Richardson, Chair, Senate Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation  
The Honorable Steve Bennett, Chair, Assembly Budget Subcommittee #4 on Climate Crisis, Resources, Energy and Transportation  
Darrell E. Johnson, Chief Executive Officer  
Topp Strategies

Enclosure



## **Orange County Transportation Authority Cap-and-Trade Principles**

- Support the continuation of existing Greenhouse Gas Reduction Fund investments in transit capital and operations programs, such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. Oppose any proposals that would divert existing funding away from effective regional use.
- Encourage use of Cap-and-Trade revenues to help meet state zero-emission vehicle mandates for transit.
- Support efforts to reduce the administrative complexity of Cap-and-Trade programs to ensure timely and predictable distribution of funds. Streamlined processes help agencies deliver projects more efficiently and minimize overhead.
- Support a dedicated increase in Cap-and-Trade funding for capital projects of regional significance, with a focus on connectivity and bookend rail investments that strengthen both local and interregional infrastructure.
- Increase formula-based transit operations funding to aid in the recovery, stabilization, and expansion of transit and rail services.
- Support adjustments to the Affordable Housing and Sustainable Communities Program to ensure transportation projects receive consideration.
- Maximize formula-based distribution of Cap-and-Trade revenues for transportation purposes to support regional transportation needs and support locally-driven solutions to serve communities effectively.
- Support dedicated allocations of Cap-and-Trade revenues for projects related to climate adaptation, such as transportation projects along the Los Angeles – San Diego – San Luis Obispo Rail Corridor, particularly those addressing coastal erosion, sea-level rise, and extreme weather impacts.



Connecting us.

May 22, 2025

The Honorable Gavin Newsom, Governor  
State of California  
1021 O Street, Suite 9000  
Sacramento, CA 95814

The Honorable Mike McGuire, President pro Tempore  
California State Senate  
1021 O Street, Suite 8518  
Sacramento, CA 95814

The Honorable Robert Rivas, Speaker  
California State Assembly  
1021 O Street, Suite 8330  
Sacramento, CA 95814

**RE: Transit Investments in Cap-and-Invest Plan**

Governor Newsom, pro Tem McGuire, Speaker Rivas:

On behalf of the California Transit Association, I write to you today to outline our priorities for Cap-and-Trade (now, *Cap-and-Invest*) reauthorization. This letter updates our December 23, 2024 letter on this topic and responds, in part, to the release of Governor Newsom's Cap-and-Invest Plan on May 14, 2025. The Association represents more than 220 member organizations nationwide, including 85 transit and rail agencies in California that provide service to urban, suburban, and rural communities and that operate a variety of transit modes.

Throughout their history, California transit agencies have been partners with the state in combatting climate change and addressing air quality issues by inciting mode shift, incubating and deploying near-zero and zero-emission vehicle technologies, and facilitating sustainable growth patterns throughout California. Since the enactment of AB 32 (Pavley) [Chapter 488, Statutes of 2006] and SB 862 (Committee on Budget and Fiscal Review) [Chapter 36, Statutes of 2014], this partnership has become more pronounced and inarguably more impactful. With funding from the Greenhouse Gas Reduction Fund (GGRF)-supported and continuously appropriated Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP), transit agencies have delivered transformative transit projects and services statewide that substantially reduce greenhouse gas (GHG) emissions and that deliver myriad co-benefits to local communities, including air quality improvements, travel cost savings, and jobs (in manufacturing, construction, maintenance, and operations). These projects and services have conservatively leveraged billions of dollars in additional federal, state, and local funding over the last decade to maximize the scope of these projects and their benefits to Californians, including those residing in low-income and disadvantaged communities.

Additionally, California transit agencies have partnered with the California High-Speed Rail Authority to lay the foundation for an interconnected statewide system of mass transportation and with local governments and housing developers to remake our built environment to deliver more sustainable communities. What's more, California transit agencies have stepped up to become national leaders in the testing and deployment of heavy-duty zero-emission technologies, establishing a pathway to the electrification of California's heavy-duty vehicle sector. Put plainly, this long-standing partnership and California transit agencies' success in delivering these projects and services has driven California's climate success.

Against this backdrop, we were dismayed to see that the Governor's Cap-and-Invest plan is silent on continued investment in the TIRCP and LCTOP, two of the state's most cost-effective climate programs, beginning in Fiscal Year 2025-26, and proposes to eliminate a series of planned one-time expenditures from the GGRF in public transit, including critical funding approved by the state in 2023 to help transit agencies meet their base operational needs in the face of a looming fiscal cliff. The uncertainty created by the Governor's Cap-and-Invest plan now threatens nearly \$3 billion in GGRF funding for public transit between FY 2025-26 and 2028-29, including approximately \$2 billion in funding already programmed by the state and regional governments to individual transit projects and services.

As we understand that the Governor's Cap-and-Invest plan is a starting point for negotiations with the Legislature, we argue that the final Cap-and-Invest plan must be built on a foundation of investment in mass transportation — inclusive of investment in local transit and commuter and intercity passenger rail projects and services. Such a plan would acknowledge that VMT reduction and the transition to zero-emission transit vehicles have long been at the center of the state's GHG emission reduction and air quality improvement strategy and that we must reduce emissions from the transportation sector, specifically, to meet our climate goals. Moreover, such a plan would recognize that “*cost of living*” concerns and calls for “*affordability*” from everyday Californians extend beyond utility bills. According to the California Department of Housing and Community Development, after housing, transportation is the second-largest household expense. Public transit can and should continue to be central to the state's strategy for meeting its climate and air quality goals and must be part of the solution to California's affordability crisis.

**Therefore, we principally urge the Governor and Legislature to act quickly to enact a final Cap-and-Invest plan that honors all existing commitments from the GGRF to California transit agencies through 2030, dedicates at least the same level of historic GGRF funding to public transit agencies beyond 2030, and streamlines program design to ensure California transit agencies can access and deploy this funding quickly.**

Below we provide additional background and context in support of these requests.

**Honor All Existing GGRF Commitments to Transit Agencies through 2030:** SB 862 established the Cap-and-Trade Expenditure Plan and created the TIRCP and LCTOP, directing continuous appropriations of 10% and 5% of GGRF revenues, respectively, to these programs annually through 2020. This action recognized that mode shift to high-capacity public transit and the transition to zero-emission transit vehicles are essential strategies to meeting the state's climate and air quality goals. SB 32 (Pavley) [Chapter 249, Statutes of 2016] effectively extended these programs through 2030 in acknowledgement of their effectiveness. The Budget Acts of 2022 and 2023 subsequently augmented this ongoing support for California transit agencies by investing one-time GGRF revenues to major transit capital projects and services.

Due to these investments, between Fiscal Years 2025-26 and 2028-29, California transit agencies are scheduled to receive approximately \$3 billion in continuously appropriated and one-time GGRF revenues. Of this total, approximately \$2 billion from the GGRF has been programmed by the state and/or regional entities for specific projects and services.

These funding commitments include:

#### *Continuous Appropriations*

- **\$920 million for the TIRCP**, which is necessary to honor existing grant awards made by the California State Transportation Agency (CalSTA) to California transit agencies in 2022 and 2024 for transformative transit and rail capital projects. This commitment is a portion of an expected \$1.44 billion appropriation of GGRF revenues to the program.
- **\$720 million for the LCTOP**, which would support future formula funding disbursements to California transit agencies to fund, among other things, increased service levels and the maintenance and/or expansion discount and fare free transit passes.

#### *One-Time Appropriations*

- **\$690 million for the formula-based Zero-Emission Transit Capital Program (SB 125)**, which is necessary to honor formula funding disbursements made by CalSTA to regional agencies and California transit agencies, beginning in 2024, to support the transition to zero-emission vehicles and fund core transit operations. This flexible formula funding was approved by the Legislature in 2023 to help transit agencies in their recovery from the pandemic and to avoid the “fiscal cliff.”
- **\$188 million for the formula-based Transit and Intercity Rail Capital Program (SB 125)**, which is necessary to honor formula funding disbursements made by CalSTA to regional agencies and California transit agencies, beginning in 2024, to support the transition to major capital projects and fund core transit operations. This flexible formula funding was approved by the Legislature in 2023 to help transit agencies in their recovery from the pandemic and to avoid the “fiscal cliff.”
- **\$200 million for the Transit and Intercity Rail Capital Program**, which is necessary to honor existing grant awards made by CalSTA to California transit agencies in 2023 for transformative transit and rail capital projects. This funding was approved by the Legislature in 2022 as part of the state’s transportation funding package, which included the approval of the remaining balance of Proposition 1A funding for the high-speed rail project.

The Governor’s Cap-and-Invest plan threatens these continuous appropriations by proposing to overextend the state’s funding commitments from the GGRF, beginning in Fiscal Year 2025-26 – we estimate by almost \$2 billion. This overextension will force cuts to, or trade-offs between, existing continuous and one-time funding commitments from the GGRF. Meanwhile, the Governor’s Cap-and-Invest plan proposes to eliminate these one-time appropriations to transit, leaving the restoration of this funding to future negotiations with the Legislature.

The Association observes that failure to reach an agreement to honor these existing commitments from the GGRF (or failure to identify alternative funding at a commensurate level) will have far-reaching, and potentially devastating, impacts on transit projects and services statewide. These impacts may include delayed or stopped construction of major capital projects, canceled or scaled back transit vehicle purchase orders, the loss of federal matching funds, service cuts, and the hastening of fiscal emergencies at transit agencies. These project and service-level impacts may erode the ability of California transit agencies to meet the service needs of their riders, deliver projects that incite mode shift and reduce GHG emissions, and continue their conversion to zero-emission vehicles.

**The Association recommends that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that honors all existing commitments from the GGRF to California transit agencies through 2030.**

### **Maintain and Increase Ongoing GGRF Funding Commitments to Transit Agencies Beyond**

**2030:** Over the ten-year period since the enactment of SB 862, the TIRCP has invested approximately \$2.5 billion in 245 transformative transit capital projects statewide, with 94% of this funding benefiting California's priority populations. According to the California Air Resources Board's (CARB) May 2024 Annual Report on Cap-and-Trade Auction Proceeds, this state investment in TIRCP will reduce 23 million metric tons (MMT) of carbon dioxide equivalent – the most of any Cap-and-Trade-supported program (and the equivalent of more than 5.3 million gas powered cars off the road annually). What's more, the TIRCP has leveraged significant federal funding from the Infrastructure Investment & Jobs Act (IIJA) programs, including, but not limited to the Capital Investment Grant Program, Bus & Bus Facilities Program, and Low or No Emissions Grant Program, allowing California to multiply the impact of GGRF investments.

Meanwhile, the LCTOP has invested approximately \$1.2 billion in 1,003 transit service, fare discount, and zero-emission vehicle projects statewide over the last ten years, with 94% of this funding benefiting California's priority populations. The CARB report outlines that investment in LCTOP will reduce 6.9 million metric tons of carbon dioxide emissions (the equivalent of more than 776 million gallons of gasoline).

In the years ahead, we believe maintaining at the very least the level of ongoing funding these programs currently receive is critical for ensuring the state makes continued progress in the delivery of transit projects and services that significantly reduce GHG emissions and that provide Californians with high-quality travel alternatives. We also believe that the Cap-and-Invest plan presents an opportunity for the state to increase its support for public transit from the GGRF.

Based on data published by CARB, the state must increase transit ridership by 6-8 times to reach its GHG emission reduction goals. Transit agencies understand – and have consistently communicated to the state – that progress on this front will require heightened levels of state investment in transit capital projects and services as well as the enactment of state and local policy changes to, among other things, deliver transit priority on shared transportation infrastructure, and improve coordination between state and local land use, housing, and transportation decisions. While our agencies work to advance self-help measures and improvements to project and service delivery, including through the California State Transportation Agency's Transit Transformation Task Force, it's critical that the state expand its funding support for transit capital projects and services to build on these locally driven efforts.

**The Association recommends that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that maintains and increases the levels of GGRF funding for transit capital and operations, first established under SB 862, beyond 2030.**

**Streamline Program Design:** Since SB 862 was enacted, the Association has sponsored a series of bills and engaged in program guideline development processes with administering agencies to streamline grant administration and to ensure that GGRF funds are available to meet local transit capital and service priorities. The Cap-and-Invest plan provides an opportunity for the Legislature and the Administration to advance improvements to the administration of the GGRF-supported transit programs. The goal of this effort is to get funding to agencies more quickly with fewer administrative impediments and more flexibility so that agencies can build and operate transit projects and programs faster, while still supporting the state's air quality goals.

**We recommend that the Legislature and the Administration continue to engage the Association and its members to better understand issues faced by transit agencies related to the structure, guidelines, eligible projects, application, and funding allocation process for GGRF-supported transit programs. We intend for this engagement to help facilitate the streamlining of our programs.**

Finally, as the state considers investments from the GGRF for the High-Speed Rail Project and the Affordable Housing Sustainable Communities (AHSC) Program, we emphasize that the emission reduction benefits of both potential investments priorities are heavily reliant on local and regional transit systems.

For high-speed rail, the project is sharing tracks, stations, and systems with existing rail operators (e.g. Caltrain, Metrolink) and the project's ridership and GHG emissions modeling assumes that a balance of their riders will connect to the system via local and regional transit systems. These systems require significant investment is needed in these shared corridors to ready them for high-speed rail operations, while also supporting their stand-alone operations and delivering near-term travel benefits to Californians.

For AHSC, individual affordable housing projects demonstrate GHG emissions benefits through their proximity to high-quality transit service and through project elements that fund improvements to local and regional transit systems. AHSC uniquely supports affordable housing and high-quality transit service as connected solutions to reduce both GHG emissions and addresses the combined housing and transportation affordability burden facing Californians. As many of these systems face significant funding challenges, any erosion to their service or inability to deliver on capital projects, can reasonably be expected to undermine the emissions benefits of the housing projects funded by the program. AHSC can be part of the funding solutions for these systems by ensuring its investments include more impactful public transit projects and services.

**As such, we recommend that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that allow these local and regional rail and transit systems to benefit from any GGRF funding set aside for the Project in support of the future project and/or projects that have direct connections to the high-speed rail system, including its transportation hubs (e.g. Salesforce Transit Center, Diridon Station, LA Union Station, Fresno Station, Anaheim Regional Transportation Intermodal Center). Additionally, we recommend that this agreement include additional flexibility in the AHSC program to support local and regional transit services.**

Thank you for allowing the Association to share our priorities for the Cap-and-Invest plan. As always, the Association appreciates the opportunity to engage the Legislature and the Administration in funding and policy discussions that benefit the people of California. If you have any questions about this letter, please contact me at (916) 446-4656 x1034 or [michael@caltransit.org](mailto:michael@caltransit.org).

Sincerely,



Michael Pimentel  
Executive Director

cc: Members, California State Legislature  
Joe Stephenshaw, Director, Department of Finance  
Lauren Sanchez, Senior Advisor for Climate, Office of Governor Gavin Newsom  
Steven Cliff, Executive Officer, California Air Resources Board  
Toks Omishakin, Secretary, California State Transportation Agency  
Erin Curtis, Director, California Strategic Growth Council  
Gustavo Velasquez, Director, California Department of Housing and Community Development  
Executive Committee, California Transit Association  
State Legislative Committee, California Transit Association  
Cap-and-Trade Reauthorization Subcommittee, California Transit Association



**Orange County Transportation Authority Legislative Matrix**

**2025 State Legislation Session  
June 19, 2025**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<b>► AB 334</b> <b>(Petrie-Norris – D)</b> 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.	<b>INTRODUCED:</b> 01/28/25 <b>LOCATION:</b> <i>Senate Committees on Transportation and Judiciary</i>  <b>STATUS:</b> 05/28/25 <i>In SENATE. Referred to Committees on Transportation and Judiciary.</i>	Support (partial list)  Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority, <i>Association of California Cities Orange County, Automobile Club of Southern California</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 394</b> <b>(Wilson – D)</b> 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><b>INTRODUCED:</b> 02/03/25 <b>LOCATION:</b> <i>Senate Desk</i></p> <p><b>STATUS:</b> 06/02/25 <i>In SENATE. Read third time. Passed. Ordered to the Senate.</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>► <b>AB 986</b> <b>(Muratsuchi – D)</b> 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><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> <i>Assembly Floor</i> <b>HEARING:</b> 06/03/25</p> <p><b>STATUS:</b> 05/27/25 <i>In ASSEMBLY. Ordered to third reading.</i></p>	<p><i>Support</i></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
<p>► <b>AB 1070</b> <b>(Ward – D)</b> Transit districts: governing boards: compensation: nonvoting members</p>	<p>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.</p>	<p><b>INTRODUCED:</b> 03/17/25 <b>LOCATION:</b> <i>Assembly - 2 YEAR</i></p> <p><b>STATUS:</b> <i>05/01/25</i> <i>In ASSEMBLY. Failed deadline pursuant to Rule 61(a)(2). May be acted upon January 2026.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association,</p> <p>Support: Move LA, Streets for All, California Teamsters Public Affairs Council</p>
<p>► <b>SB 71</b> <b>(Wiener – D)</b> 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><b>INTRODUCED:</b> 01/14/25 <b>LOCATION:</b> <i>Senate Floor</i> <b>HEARING:</b> 06/03/25</p> <p><b>STATUS:</b> <i>06/02/25</i> <i>In SENATE. Ordered to third reading.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 364</b> <b>(Strickland – R)</b> Outdoor advertising displays: permits: new alignments.</p>	<p>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</p>	<p><b>INTRODUCED:</b> 02/13/2025 <b>LOCATION:</b> <i>Assembly Desk</i></p> <p><b>STATUS:</b> 05/29/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p>Support</p> <p>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley, <i>City of Tustin</i></p>
<p>► <b>SB 741</b> <b>(Blakespear – D)</b> 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><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> <i>Assembly Desk</i></p> <p><b>STATUS:</b> 05/28/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p><i>Oppose</i></p> <p>Support: <i>California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation</i></p> <p>Oppose: <i>Association of California Cities Orange County, Orange County Council of Governments</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 752</b>  <b>(Richardson – D)</b>  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><b>INTRODUCED:</b> 02/21/25  <b>LOCATION:</b> <i>Senate  Committee on Appropriations</i></p> <p><b>STATUS:</b> <i>05/23/25  In SENATE. Held in committee  and under submission.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (sponsor),  Alameda-Contra Costa  Transit District, <i>Foothill  Transit, San Francisco  Municipal Transportation  Agency, Riverside Transit  Agency, Metropolitan  Transit System (San Diego)</i></p>

## BILLS BEING MONITORED

*AB 10 (Essayli), which pertained to the California Coastal Commission and consistency determinations, is no longer moving forward due to the author no longer serving in the Assembly. Therefore, this bill has been removed from the matrix.*

*AB 12 (Wallis), which pertained to regulations on low-carbon fuel standards, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 20 (DeMaio), which pertained to homelessness, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

### **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 24 (DeMaio), which pertained to San Diego Association of Governments (SCAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 35 (DeMaio), which pertained to clean hydrogen transportation projects, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 41 (Macedo), which pertained to retail gasoline prices and public disclosure, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 12/02/2024 (Spot bill)

**Last Amended:** 02/24/2025

**Status:** 05/29/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 57. Noes 4.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/29/2025 - Senate Rules

**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:** 05/14/2025 - Referred to Coms. on L. GOV. and JUD.

**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

**Status:** 05/07/2025 - Referred to Com. on TRANS.

**Calendar:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/07/2025 - Senate Transportation

**Summary:** The Freeway Service Patrol 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 authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

*AB 267 (Macedo), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 273 (Sanchez), which pertained to the Greenhouse Gas Reduction fund and high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 01/22/2025

**Last Amended:** 04/21/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #53 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 vindicate prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who petitions the National Labor Relations Board to vindicate 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:** 05/05/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #54 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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. Current 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. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations.

*AB 314 (Arambula), which pertained to affordable housing project eligibility, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**AB 334 (Petrie-Norris, D) Operators of toll facilities: interoperability programs: vehicle information.**

**Introduced:** 01/28/2025

**Last Amended:** 05/12/2025

**Status:** 05/28/2025 - Referred to Coms. on TRANS. and JUD.

**Location:** 05/28/2025 - Senate Transportation

**Summary:** Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead 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 license plate data, transponder data, or transaction data and that is required to implement interstate interoperability.

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

**Introduced:** 01/28/2025

**Last Amended:** 03/05/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #60 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-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:** 04/30/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #66 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/28/2025 - Referred to Com. on JUD.

**Calendar:** 06/17/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

**Location:** 05/28/2025 - Senate Judiciary

**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:** 04/07/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #72 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/20/2025 - 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:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/07/2025 - Senate Transportation

**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 394 (Wilson, D) Public transportation providers.**

**Introduced:** 02/03/2025

**Last Amended:** 04/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #74 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

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

**Introduced:** 02/04/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #76 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** The California Coastal Act of 1976, among other things, 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 404 (Sanchez), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**AB 406 (Bennett, D) Energy: transportation fuels assessment.**

**Introduced:** 02/04/2025

**Last Amended:** 03/04/2025

**Status:** 05/14/2025 - Referred to Com. on E., U & C.

**Location:** 05/14/2025 - Senate Energy, Utilities and Communications

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission, on or before January 1, 2024, and every 3 years thereafter, to submit an assessment related to transportation fuels to the Legislature, as specified. This bill would require the commission, beginning with the first assessment submitted after January 1, 2025, to propose recommendations for implementing solutions to mitigate any impacts described in the assessment, and would authorize the commission to request information from the State Air Resources Board, the Geologic Energy Management Division, and other relevant state agencies in preparing the recommendations and the assessment.

*AB 434 (DeMaio), which pertained to battery energy storage facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/06/2025

**Status:** 05/07/2025 - Referred to Com. on N.R. & W.

**Calendar:** 06/10/25 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100  
LIMÓN, MONIQUE, Chair

**Location:** 05/07/2025 - Senate Natural Resources and Water

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #86 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #87 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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.

**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.

<p><i>AB 513 (Gonzalez), which pertained to the California Global Warming Solutions Act of 2006, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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**AB 544 (Davies, R) Electric bicycles: required equipment.**

**Introduced:** 02/11/2025

**Last Amended:** 03/24/2025

**Status:** 05/21/2025 - Referred to Com. on TRANS.

**Calendar:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/21/2025 - Senate Transportation

**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:** 05/21/2025 - Referred to Com. on TRANS.

**Calendar:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/21/2025 - Senate Transportation

**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 513 (549), which pertained to human trafficking, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 555 (Jackson), which pertained to transportation fuel costs, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 569 (Stefani), which pertained to supplemental defined benefit plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 591 (Caloza), which pertained to mutual aid, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/13/2025

**Last Amended:** 03/10/2025

**Status:** 05/28/2025 - Referred to Com. on L., P.E. & R.

**Calendar:** 06/11/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 05/28/2025 - Senate L., P.E. & R.

**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. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions.

*AB 612 (Rogers), which pertained to updating the Highway Design Manual, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 614 (Lee), which pertained to claims against public entities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 623 (Dixon), which pertained to coastal development permit exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 658 (Gonzalez), which pertained to registration fees for vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/14/2025

**Last Amended:** 05/06/2025

**Status:** 05/15/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #22 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/15/2025 - Assembly THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #145 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 719 (Calderon), which pertained to county emergency plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #153 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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: truck routes.**

**Introduced:** 02/18/2025

**Last Amended:** 04/24/2025

**Status:** 05/15/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #23 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/15/2025 - Assembly THIRD READING

**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. Existing 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 810 (Irwin), which pertained to local governments' internet websites and email addresses, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #371 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 840 (Ta), which pertained to outdoor advertising displays, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 861 (Solache), which pertained to the Los Angeles Community College District's transportation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**AB 875 (Muratsuchi, D) Vehicle removal.**

**Introduced:** 02/19/2025

**Last Amended:** 04/21/2025

**Status:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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 without a current vehicle registration or 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 883 (Lowenthal), which pertained to personal information of elected and appointed officials, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/19/2025

**Status:** 05/21/2025 - Referred to Com. on L., P.E. & R.

**Calendar:** 06/11/25 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 Project Pilot Program.**

**Introduced:** 02/19/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #189 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

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

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

**Introduced:** 02/19/2025

**Last Amended:** 05/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #377 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 905 (Pacheco), which pertained to state general obligation bonds, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/19/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #193 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #378 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #201 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #207 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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:** 04/01/2025

**Status:** 05/21/2025 - Referred to Com. on TRANS.

**Calendar:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/21/2025 - Senate Transportation

**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 986 (Muratsuchi, D) State of emergency and local emergency: landslides and climate change.**

**Introduced:** 02/20/2025

**Last Amended:** 05/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #382 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** Existing law, the California Emergency Services Act, authorizes the Governor to declare a state of emergency, and local officials and local governments to declare a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law defines 3 conditions or degrees of emergency for purposes of these provisions. This bill would additionally include a landslide among those conditions constituting a state of emergency or local emergency.

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

**Introduced:** 02/20/2025 (Spot bill)

**Last Amended:** 05/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #384 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 67. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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 1015 (Patel), which pertained to discrimination and harassment prevention training, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/20/2025

**Last Amended:** 05/01/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #212 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 1022 (Kalra), which pertained to the authority to remove vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #397 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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 1070 (Ward), which pertained transit districts' nonvoting members, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**AB 1085 (Stefani, D) License plates: obstruction or alteration.**

**Introduced:** 02/20/2025

**Last Amended:** 04/08/2025

**Status:** 05/28/2025 - Referred to Coms. on TRANS. and PUB. S.

**Calendar:** 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 05/28/2025 - Senate Transportation

**Summary:** Current 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. Current 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. Current 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.

*AB 1091 (Gallagher), which pertained to license plates, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/20/2025

**Last Amended:** 04/21/2025

**Status:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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 extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The 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 1132 (Schiavo), which pertained to climate change vulnerability assessments, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/20/2025

**Status:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #405 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/28/2025 - Referred to Coms. on TRANS. and REV. & TAX.

**Location:** 05/28/2025 - Senate Transportation

**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:** 05/29/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Location:** 05/28/2025 - Senate Transportation

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #257 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 04/10/2025

**Status:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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:** 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/23/2025 - Senate Rules

**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:** 05/06/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 05/06/2025 - Senate Rules

**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.

<p><i>AB 1290 (Wilson), which pertained to the High-Speed Rail Authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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*AB 1300 (Caloza), which pertained to state and local government data privacy, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/21/2025

**Last Amended:** 04/03/2025

**Status:** 05/21/2025 - Referred to Coms. on HEALTH and JUD.

**Location:** 05/21/2025 - Senate Health

**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:** 05/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #420 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, 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 off-duty areas, as specified. The bill would provide workers with the right to disable or 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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #421 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**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:** 05/27/2025

**Status:** 05/28/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #437 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/28/2025 - Assembly THIRD READING

**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. This bill, the Transportation Network Company Drivers Labor Relations 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 1371 (Sharp-Collins), which pertained to occupational safety and health, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 1372 (Papan), which pertained to renewable electrical generation facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 1379 (Nguyen), which pertained to a speed safety system pilot program, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 1383 (McKinnor), which pertained to public employees' retirement benefits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 1399 (Hoover), which pertained to encroachment permits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*AB 1421 (Wilson), which pertained to the Road Usage Charge Technical Advisory Committee, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**AB 1423 (Irwin, D) Transportation electrification: charging station uptime: regulations: violations.**

**Introduced:** 02/21/2025

**Last Amended:** 04/10/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #293 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 05/27/2025 - Assembly THIRD READING

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations. Current law requires that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. This bill would delete the latter requirement. The bill would instead require the above uptime recordkeeping and reporting standards, for electric vehicle chargers and charging stations installed on or after January 1, 2024, to also apply to electric vehicle chargers and charging stations that were installed with moneys from specified consent decrees among the State Air Resources Board, Volkswagen AG, and the United States Department of Justice, as specified.

**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:** 05/01/2025

**Status:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #68 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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. Current law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would require an employer, or a vendor engaged by the 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 or indirectly affected by the ADS, as specified. The bill would require the employer or vendor to maintain a list of all ADS currently in use and would require the notice to include the updated list. The bill would require an employer or vendor to notify, as provided, a job applicant that the employer utilizes an ADS in hiring decisions. The bill would prohibit an employer or vendor 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:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #69 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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:** 05/28/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/28/2025 - Assembly DESK

**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:** 05/23/2025 - From committee: Do pass. (Ayes 6. Noes 0.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #73 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #155 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/27/2025 - Senate THIRD READING

**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 71 (Wiener, D) California Environmental Quality Act: exemptions: environmental leadership transit projects.**

**Introduced:** 01/14/2025

**Last Amended:** 05/29/2025

**Status:** 05/29/2025 - Read third time and amended. Ordered to second reading.

**Calendar:** 06/02/25 #16 S-SENATE BILLS - SECOND READING FILE

**Location:** 05/29/2025 - Senate SECOND READING

**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. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

**SB 73 (Cervantes, D) California Environmental Quality Act: exemptions.**

**Introduced:** 01/15/2025

**Status:** 05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 1/29/2025)(May be acted upon Jan 2026)

**Location:** 05/01/2025 - Senate 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

*SB 73 (Cervantes), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 01/15/2025

**Last Amended:** 04/07/2025

**Status:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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 (Seyarto, R) Department of Transportation: report: state highway system: safety enhancements.**

**Introduced:** 01/15/2025

**Last Amended:** 04/02/2025

**Status:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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 231 (Seyarto), which pertained to the Office of Land Use and Climate Innovation: technical advisory, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 01/30/2025

**Last Amended:** 04/07/2025

**Status:** 05/08/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #51 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/08/2025 - Senate THIRD READING

**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 240 (Jones), which pertained to San Diego Association of Governments (SANDAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/03/2025

**Last Amended:** 05/29/2025

**Status:** 05/29/2025 - Read third time and amended. Ordered to second reading.

**Calendar:** 06/02/25 #2 S-SENATE BILLS - SECOND READING FILE

**Location:** 05/29/2025 - Senate SECOND READING

**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:** 05/12/2025 - Referred to Com. on L. GOV.

**Calendar:** 06/18/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 05/12/2025 - Assembly Local Government

**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:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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 314 (Padilla), which pertained to electric vehicle supply equipment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/12/2025

**Last Amended:** 05/27/2025

**Status:** 05/28/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #232 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/28/2025 - Senate THIRD READING

**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:** 04/08/2025

**Status:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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. 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:** 03/26/2025

**Status:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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.

<p><i>SB 375 (Grove), which pertained to wildfire prevention activities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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**SB 400 (Cortese, D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.**

**Introduced:** 02/14/2025

**Last Amended:** 04/07/2025

**Status:** 05/19/2025 - Referred to Com. on TRANS.

**Location:** 05/19/2025 - Assembly Transportation

**Summary:** Current law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the Road Maintenance and Rehabilitation Program into the Road Maintenance and Rehabilitation Account. Current law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California Institute of Transportation Studies and the California State University Transportation Consortium, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing the expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

**SB 419 (Caballero, D) Hydrogen fuel.**

**Introduced:** 02/18/2025

**Last Amended:** 05/05/2025

**Status:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 0.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #105 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #174 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/27/2025 - Senate THIRD READING

**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 441 (Hurtado), which pertained to the State Air Resources Board, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/18/2025

**Last Amended:** 03/27/2025

**Status:** 04/08/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #29 S-SENATE BILLS -THIRD READING FILE

**Location:** 04/08/2025 - Senate THIRD READING

**Summary:** The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. 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 to offer defined benefit plans or formulas that are not PEPRA plans or formulas, provided that the plans or formulas were those the employees received prior to the creation of the authority, the employees are not new members under PEPRA, and they are employed by the authority within 180 days, as specified. This bill would also authorize a joint powers authority to offer those defined benefit plans or formulas to a member agency that is a non-founding member of the joint powers authority, for employees who are not new members under PEPRA and are employed by the joint powers authority within 180 days of the agency becoming a member agency.

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

**Introduced:** 02/18/2025

**Last Amended:** 04/10/2025

**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 455 (Blakespear), which pertained to electric bicycles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/19/2025

**Last Amended:** 05/01/2025

**Status:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #110 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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 467 (Laird), which pertained to the Highway Signage Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

*SB 469 (Smallwood-Cuevas), which pertained to public infrastructure employment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/19/2025

**Last Amended:** 04/10/2025

**Status:** 04/29/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #44 S-SENATE BILLS -THIRD READING FILE

**Location:** 04/29/2025 - Senate THIRD READING

**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 474 (Niello), which pertained State Air Resources Board's regulatory authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**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:** 05/28/2025 - In Assembly. Read first time. Held at Desk.

**Location:** 05/27/2025 - Assembly DESK

**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 496 (Hurtado), which pertained to Advanced Clean Fleets Regulation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/19/2025

**Last Amended:** 03/24/2025

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

**Location:** 05/12/2025 - Assembly Transportation

**Summary:** (1)Current law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.

*SB 511 (Perez), which pertained to autonomous vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**SB 513 (Durazo, D) Personnel records.**

**Introduced:** 02/19/2025

**Last Amended:** 05/06/2025

**Status:** 05/28/2025 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/28/2025 - Assembly DESK

**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:** 05/29/2025 - Referred to Com. on P. E. & R.

**Location:** 05/29/2025 - Assembly Public Employment and Retirement

**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:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #115 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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:** 05/19/2025 - Referred to Com. on U. & E.

**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:** 05/23/2025

**Status:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #188 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/27/2025 - Senate THIRD READING

**Summary:** Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Office of Land Use and Climate Innovation, 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) Second Neighborhood Infill Finance and Transit Improvements Act.**

**Introduced:** 02/20/2025

**Status:** 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**Summary:** Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. 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:** 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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:** 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #117 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/23/2025 - Senate THIRD READING

**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:** 05/28/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/28/2025 - Assembly DESK

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #204 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/27/2025 - Senate THIRD READING

**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 667 (Archuleta), which pertained to emergency vehicle crossings, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

**SB 671 (Cervantes, D) Pedestrian crossing signals.**

**Introduced:** 02/20/2025

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

**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. (Based on 03/26/2025 text)

**Subject:** Environment

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

**Introduced:** 02/21/2025

**Last Amended:** 05/29/2025

**Status:** 05/29/2025 - Read third time and amended. Ordered to second reading.

**Calendar:** 06/02/25 #5 S-SENATE BILLS - SECOND READING FILE

**Location:** 05/29/2025 - Senate SECOND READING

**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 741 (Blakespear, D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.**

**Introduced:** 02/21/2025

**Last Amended:** 04/21/2025

**Status:** 05/28/2025 - In Assembly. Read first time. Held at Desk.

**Location:** 05/27/2025 - Assembly DESK

**Summary:** The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Current law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption 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, as provided.

**SB 752 (Richardson, D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.**

**Introduced:** 02/21/2025

**Status:** 05/23/2025 - May 23 hearing: Held in committee and under submission.

**Location:** 05/19/2025 - Senate APPR. SUSPENSE FILE

**Summary:** Existing 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. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.

**SB 755 (Blakespear, D) California Contractor Climate Transparency Act.**

**Introduced:** 02/21/2025

**Last Amended:** 05/05/2025

**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2025)(May be acted upon Jan 2026)

**Location:** 05/23/2025 - Senate 2 YEAR

**Summary:** The Climate Corporate Data Accountability Act requires, on or before July 1, 2025, the State Air Resources Board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Current law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. This bill would enact the California Contractor Climate Transparency Act, which would require the state board, beginning one year after the effective date of regulations adopted pursuant to the Climate Corporate Data Accountability Act, as specified, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified.

*SB 755 (Blakespear), which pertained to the California Contractor Climate Transparency Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.*

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

**Introduced:** 02/21/2025

**Last Amended:** 05/01/2025

**Status:** 05/28/2025 - Read third time. Passed. (Ayes 35. Noes 2.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/28/2025 - Assembly DESK

**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:** 05/27/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/02/25 #225 S-SENATE BILLS -THIRD READING FILE

**Location:** 05/27/2025 - Senate THIRD READING

**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:** 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 05/29/2025 - Assembly DESK

**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.



MEMO

**June 18, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board  
**Subject:** Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



*June 19, 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 update provides a summary of President Trump's Fiscal Year 2026 Budget Request and its implications for transportation funding and policy as well as an overview of congressional efforts to revoke California's Clean Air Act waivers under the Congressional Review Act. It also includes an update on federal Fiscal Year 2026 Community Project Funding and Congressionally Directed Spending requests submitted by Orange County's congressional delegation as well as a summary of a letter of support urging expedited federal review for emergency rail stabilization funding in the City of San Clemente. Finally, a review of recent congressional hearings related to the efficiency of federal rail programs and an overview of recent nomination hearings for federal transportation agency leadership are provided.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

#### **President Trump's Fiscal Year 2026 Budget Request**

On May 2, 2025, President Trump released his initial federal fiscal year (FY) 2026 budget request, outlining \$1.6 trillion in base discretionary appropriations. The U.S. Department of Transportation (USDOT) is one of the few non-defense agencies to receive a discretionary increase. The President's initial budget request includes \$26.7 billion in new discretionary funding for DOT, a 5.8 percent increase from FY 2025 enacted levels. This increase is in addition to the Infrastructure Investment and Jobs Act (IIJA's) advance appropriations and reflects growth in core discretionary accounts such as the Federal Aviation Administration operations and grant program administration. However, there is



also a proposed \$22.5 billion cut to advance appropriations previously provided under the IIJA, including a \$5 billion rescission targeting electric vehicle charging and fueling infrastructure programs such as National Electric Vehicle Infrastructure (NEVI) and Charging and Fueling Infrastructure (CFI). The budget does not specify how much of this would come from new FY 2026 funds versus unobligated prior-year balances.

USDOT Secretary Sean Duffy presented USDOT's priorities in hearings before both the House and Senate Appropriations Transportation, Housing and Urban Development Subcommittees on May 14 and May 15, respectively. In his testimony, Secretary Duffy emphasized the Administration's focus on building infrastructure, with a strong emphasis on safety, streamlining, and removing administrative requirements viewed as costly or ineffective. Secretary Duffy affirmed USDOT's intent to honor existing commitments under the Federal Transit Administration's (FTA) Capital Investment Grant (CIG). In both hearings, Secretary Duffy also highlighted plans to reduce departmental inefficiencies. He cited more than 3,200 "orphaned" project applications awaiting finalized grant agreements and pledged to implement a centralized grant dashboard to improve transparency and reduce delays across USDOT programs.

The full FY 2026 budget request, released by the White House on May 30, 2025, provided further detail on the CIG program and other modal funding levels. The Administration requested \$2.2 billion in discretionary funding for the CIG Program, and when combined with \$1.6 billion in IIJA advance appropriations, the total proposed budgetary resources for CIG reach \$3.8 billion. This includes \$1.4 billion to support three existing New Starts Full Funding Grant Agreements and \$2.4 billion for projects across the New Starts, Small Starts, Core Capacity, and Expedited Project Delivery pilot programs that may become ready for construction during FY 2026.

The May 30th release also detailed \$111.3 billion in new budgetary resources for USDOT, supplemented by \$35.8 billion in IIJA advance appropriations, bringing USDOT's total to \$147.1 billion before accounting for the Administration's proposed rescissions to IIJA advance appropriations. Significant spending proposals include:

- \$62.5 billion for the Federal Highway Administration (FHWA), including \$770 million for Nationally Significant Multimodal Freight & Highway Projects program grants and a proposed \$5 billion rescission from IIJA, the NEVI formula program, and the CFI grant program.
- \$21 billion for the FTA, including \$14.6 billion for transit formula programs (a 2.5 percent increase from FY 2025) and \$1.2 billion for Bus and Bus Facilities, including both formula and discretionary funding.

- \$16 billion for the Federal Railroad Administration (FRA) and Amtrak, supporting Consolidated Rail Infrastructure and Safety Improvements (CRISI), grade crossing elimination, the Federal-State Partnership, and Amtrak capital.
- \$4.5 billion for the Office of the Secretary, including IIJA-supported programs such as Safe Streets and Roads for All, the National Culvert Program, and the Strengthening Mobility and Revolutionizing Transportation program.

The Administration also proposed centralizing significant modal staff into the Office of the Secretary to streamline internal processes. As the appropriations process moves forward, bipartisan cooperation will likely be necessary to meet the 60-vote threshold in the Senate and achieve passage in the House, particularly given shared interest across both parties in avoiding a repeat of the FY 2025 continuing resolution. While the President's budget request is rarely enacted as proposed, it establishes the Administration's priorities and frames the terms of congressional debate.

#### Update on Congressional Review Act Process for California Clean Air Act Waivers

In May 2025, Congress voted to overturn several Environmental Protection Agency (EPA) waivers granted to California that allowed the State to enforce stricter vehicle emissions standards than the federal government. These waivers included the Advanced Clean Cars II rule, requiring all new light-duty vehicles sold in California to be zero-emission by 2035, as well as the Advanced Clean Trucks rule and the Heavy-Duty Omnibus regulation. The House passed the primary disapproval resolution, House Joint Resolution 88, with a 216–207 vote, including support from 35 Democrats. The Senate followed with a 51–44 vote, marking the first time Congress has used the Congressional Review Act (CRA) to attempt to revoke state-specific waivers under the Clean Air Act.

The legal foundation for California's authority to adopt more stringent air quality standards dates back to the 1960s. Under this authority, California has received more than 50 waivers from the EPA, with 18 other states choosing to adopt these standards, at least in part. The recent waivers approved at the end of the Biden Administration were components of California's broader climate and public health strategy, and their revocation could hinder both state-level emission reduction goals and national air quality attainment in areas relying on associated reductions.

Despite guidance from both the Government Accountability Office (GAO) and the Senate Parliamentarian that California's waivers are not "rules" under the CRA and thus not subject to congressional disapproval through that process, CRA resolutions were advanced to revoke them. The GAO reaffirmed this interpretation in early 2025, but lawmakers supporting the resolutions questioned

the timing and credibility of the GAO's findings, with some arguing that the mere act of the EPA submitting the waivers to Congress constituted grounds for CRA review. To avoid a direct override of the Parliamentarian's position, Senate supporters of revoking the waivers asserted the Senate's right to interpret the CRA's reach independently, setting a precedent that could expand the CRA's future use.

On May 23, 2025, Governor Gavin Newsom announced California's participation in a new 11-state effort to uphold clean air protections and advance the transition to affordable clean vehicles, known as the Affordable Clean Cars Coalition. Member states include Colorado, Delaware, Massachusetts, Maryland, New Jersey, New Mexico, New York, Oregon, Rhode Island, and Washington. The multistate coalition intends to coordinate efforts on regulatory approaches, promote broader access to clean vehicle options, and engage with industry stakeholders while continuing to address air quality and transportation policy objectives. California Attorney General Rob Bonta has also made clear his intent to explore legal avenues to protect the long-standing authority under the Clean Air Act, emphasizing that these waivers have never previously been challenged or revoked using the CRA and characterized the Administration's action as a departure from longstanding federal practice under the Clean Air Act. The President signed the legislation formalizing the revocation of these waivers on June 11, 2025. Staff continues to monitor these developments for their potential impact on California's regulatory authority and any Clean Air Act waivers that may be relevant to OCTA.

#### Community Project Funding/Congressionally Directed Spending Requests

Similar to what occurred in previous appropriations processes, members of Congress have again solicited earmark requests for federal FY 2026. For context, the House of Representatives uses the term, "community project funding" (CPF), while the Senate uses "congressionally directed spending" (CDS). Both are colloquially known as earmarks and can be defined as any CDS, tax benefit, or tariff benefit that would benefit an entity or a specific state, locality, or congressional district. CPF and CDS are similar to the previous earmark process, but with added transparency and accountability rules to ensure the funding is being used for its intended purposes, supported by the community, and can be used on a project or program in a timely manner.

This year, OCTA has been actively engaged with the Orange County delegation members to submit requests for a variety of multimodal projects. Because Congress enacted a full-year continuing resolution for FY 2025, it did not include any previously approved earmarks. As a result, some members of Congress have indicated a preference that agencies resubmit prior-year requests as part of the FY 2026 appropriations process. The following projects have been submitted for consideration in the FY 2026 appropriations package by members:

- \$4 million for the Interstate 5 (I-5) Improvement Project [Interstate 405 to State Route 55 (SR-55)], by Representative Young Kim (R-CA). This was the same request made by Representative Kim for the project in FY 2025.
- \$3 million for the SR-55 Improvement Project (I-5 to State Route 91) by Representative Young Kim.
- \$3 million to support the deployment of advanced technology upgrades to signals throughout Orange County by Representative Dave Min (D-CA). This project supports the deployment of Advanced Transportation Controllers (ATC) countywide. An ATC signal controller can collect signal operational data which can provide detailed insights to make better traffic operations decisions.

This list is not yet fully comprehensive as some members are still publishing their requests and it also does not include other projects that were submitted within Orange County, which were requested by individual cities, the County, or other transportation agencies such as Metrolink. Although a project may be submitted by a member for funding, this does not guarantee that the project will receive funding in the final FY 2026 appropriations bill. Staff will continue to work with the delegation members throughout the appropriations process and will provide updates to the OCTA Board of Directors.

#### Letter to the Federal Railroad Administration

On May 28, 2025, Representative Levin (D-CA) sent a letter, included as Attachment A, to the FRA in support of OCTA's efforts to access the full \$100 million awarded through the CRISI Program. The funding supports emergency stabilization work along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in the City of San Clemente, a critical segment of one of the busiest rail corridors in the country.

Although the grant has been awarded, access to the full funding amount is dependent on the completion of the National Environmental Policy Act (NEPA) documentation and approval of pre-award authority. Representative Levin's letter urges the FRA to expedite the environmental review process due to the emergency nature of the project and encourages the FRA to explore any opportunities to adjust the scope of the grant, if necessary, in order to preserve the full federal investment and prevent delays or potential loss of funding. Since the letter was sent, the FRA has approved the NEPA document, but final pre-award authority determination remains pending. OCTA continues to coordinate closely with the FRA and federal partners to advance the project in compliance with all federal requirements and to ensure timely implementation of the stabilization work.

### Transportation and Infrastructure Committee Member Day Hearing

The House Transportation and Infrastructure (T&I) Committee recently held its annual Member Day hearing, which provides members of Congress an opportunity to present their top transportation and infrastructure priorities directly to the Committee. This year, the focus was on outlining key priorities for the upcoming surface transportation reauthorization, as the IIJA is set to expire at the end of FY 2026.

Representative Min delivered oral testimony during the hearing, while Representative Kim and Representative J. Luis Correa (D-CA) submitted written testimony. All expressed strong support for OCTA and specifically backed its request to reinstate the formula distribution of Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds to metropolitan planning organizations. Restoring this formula-based suballocation would ensure that the county transportation commissions, like OCTA, within the Southern California Association of Governments, receive a predictable share of these federal funds. This allows for more responsive and efficient investment in local and regional transportation priorities, especially in complex, high-growth areas like Southern California, where local governments are best positioned to direct funding based on community needs and planning goals.

In their testimony, Representative Min also highlighted the importance of protecting and restoring the LOSSAN Rail Corridor, a vital coastal rail line that supports intercity, commuter, and freight rail service across Southern California. Representative Correa, in his written testimony, emphasized the need for robust federal investment in transportation infrastructure ahead of the 2028 Olympic and Paralympic Games in the City of Los Angeles, stressing the long-term regional benefits of such support.

### Federal Nomination Hearings for Transportation Agency Leadership

On May 13 and 14, 2025, the Senate held nomination hearings for leadership roles at the FRA and FHWA, respectfully. David Fink, nominee for FRA Administrator and former President of Pan Am Railways with over 45 years in the transportation sector, emphasized his commitment to rail safety, advancing technologies, and supporting grant programs like CRISI. Senators questioned his safety record at Pan Am, but the hearing closed with bipartisan support. His nomination was advanced by the Senate Commerce Committee in a 15–13 vote.

Sean McMaster, nominee for FHWA Administrator and former Deputy Chief of Staff at the USDOT during the first Trump Administration, testified before the Senate Environment & Public Works (EPW) Committee. He highlighted priorities such as streamlining project delivery, addressing grant backlogs, and collaborating on a bipartisan surface transportation reauthorization. McMaster committed to transparency in grant funding and timely allocation of federal funds. On June 11, 2025, his nomination was confirmed by the Senate EPW Committee with a vote of 12-7.

## Summary of America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance

On May 6, 2025, the T&I Committee held a hearing titled “*America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance*,” examining the challenges agencies and stakeholders face when working with the FRA and federal and state departments of transportation.

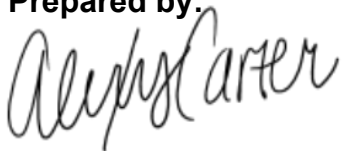
Witnesses raised concerns about inconsistent grant processes, compliance with NEPA, and the unpredictability of discretionary grant timelines. Kristin Bevil, representing the American Short Line and Regional Railroad Association, noted that the limited and inconsistent application of categorical exclusions under NEPA has delayed routine short line rail projects. She urged clarification to streamline approvals for low-impact infrastructure improvements. Matthew Dietrich of the Ohio Rail Development Commission emphasized the inefficiency and cost of the stop-and-start nature of grant funding. Suggestions for the upcoming surface transportation reauthorization bill focused on streamlining permitting and tailoring grant agreements to specific project needs. Dietrich recommended scaling grant structures to project size to improve consistency across USDOT programs. Garrett Eucalitto, Commissioner of the Connecticut DOT, speaking on behalf of the American Association of State Highway and Transportation Officials, stressed the need for predictable funding to support long-term planning and modernization of aging infrastructure. While no formal recommendations were finalized, the hearing provided a platform for discussing reforms to improve federal rail assistance and inform the next surface transportation bill.

**Summary**

This update summarizes President Trump's fiscal year 2026 Budget Request, efforts to revoke California's Clean Air Act waivers, and fiscal year 2026 funding requests submitted by Orange County's congressional delegation. It also includes information on a support letter for emergency rail funding in the City of San Clemente, recent congressional hearings on rail program efficiency, and nomination hearings for federal transportation agency leadership.

**Attachments**

- A. Letter from Mike Levin, Representative, House of Representatives, to the Honorable Drew Feely, Acting Administrator, Federal Railroad Administration, re: Letter of Support for Timely Access to Consolidated Rail Infrastructure and Safety Improvements Grant Funds for Orange County Transportation Authority Emergency Rail Work
- B. Potomac Partners DC, Monthly Legislative Report – May 2025

**Prepared by:**

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**Approved by:**

Kristin Jacinto  
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Government Relations  
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**MIKE LEVIN**  
49TH DISTRICT, CALIFORNIA  
LEVIN.HOUSE.GOV

HOUSE COMMITTEE  
ON APPROPRIATIONS

SUBCOMMITTEE ON MILITARY CONSTRUCTION,  
VETERANS AFFAIRS, AND RELATED AGENCIES

SUBCOMMITTEE ON ENERGY AND WATER  
DEVELOPMENT AND RELATED AGENCIES



**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0549**

WASHINGTON D.C. OFFICE  
2352 RAYBURN OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3906

The Honorable Drew Feely  
Acting Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Letter of Support for Timely Access to Consolidated Rail Infrastructure and Safety  
Improvements Grant Funds for Orange County Transportation Authority  
Emergency Rail Work**

Dear Acting Administrator Feely:

I write to thank the Federal Railroad Administration (FRA) for its continued partnership with the Orange County Transportation Authority (OCTA) and its support through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. OCTA's recently awarded CRISI grant for \$100 million is a critical step forward in addressing emergency stabilization work along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in San Clemente.

As you know, the LOSSAN Rail Corridor is one of the busiest rail corridors in the nation and a vital link for passenger and freight service in Southern California as well as a critical corridor for our national defense. The emergency conditions in this area require immediate action to prevent long-term disruptions and ensure the continued safe operation of this critical infrastructure.

I want to thank FRA staff for their engagement with OCTA as the agency works to move forward with this time-sensitive project. However, I understand that timely access to the full \$100 million in CRISI funding hinges on the completion of relevant National Environmental Policy Act documentation, with at least one approval currently pending. Given the urgent nature of the emergency work along the LOSSAN Corridor, I respectfully urge the FRA to prioritize the swift processing of these documents. In addition, to preserve the entirety of the \$100 million in grant funding for this project, I encourage FRA to explore any and all opportunities to adjust the scope of the grant to respond to the emergency nature of this project. Any rescoping will still maintain all federal requirements and committed state and local funding. Doing so will ensure OCTA can move forward without delay and retain the full federal investment without the risk of losing funding due to timing or administrative limitations.



Federal funding partnerships like this are essential to protecting our infrastructure and maintaining reliable rail service for the region. I appreciate your continued support and attention to this matter and stand ready to assist however I can.

Sincerely,

A handwritten signature in black ink that reads "Mike Levin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Levin  
Member of Congress

cc: Darrell E. Johnson, OCTA Chief Executive Officer  
Potomac Partners, DC



## Monthly Legislative Report – May 2025

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### Advocacy Meetings

**Congressman Derek Tran (D-CA)** – We followed up with 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 provided information on Orange County Transportation Authority's (OCTA) surface transportation reauthorization priorities.

**Office of Congressman Mike Levin (D-CA)** – We facilitated a meeting with Rep. Levin and his staff to discuss updates on the repair work along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) and the status of the environmental reviews for key project segments. Rep. Levin has subsequently sent a support letter to the Federal Railroad Administration requesting OCTA's timely access to awarded Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant funding for that emergency rail work. We also followed up on OCTA's Surface Transportation reauthorization priorities and FY26 Appropriations request.

**Office of Congresswoman Young Kim (R-CA)** – We followed up with staff to facilitate submission of the I-5 Improvement Project between Yale Avenue and State Route 55 (SR-55) CPF requests for OCTA and submission of OCTA's Surface Transportation reauthorization requests to the House Transportation and Infrastructure (T&I) Committee's portal. We also discussed with staff ways to incentivize self-help counties through a formula-based funding approach at the U.S. Department Transportation (USDOT).

**Congressman David Min (D-CA)** – We followed up and provided additional information regarding OCTA's CPF request to support the deployment of advanced technology upgrades to signals throughout Orange County. We also met with the staff to provide additional information regarding the local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds.

**Congressman Lou Correa (D-CA)** – We provided additional project information on the State Route 91 (SR-91) Improvement Project between Acacia Street and La Palma Avenue. We facilitated a meeting with the Congressman to discuss the restoration of local suballocation authority for STBG and CMAQ funds and we followed up with staff on a draft delegation support letter.

**Office of Senator Adam Schiff (D-CA)** – We followed up with information regarding OCTA's Surface Transportation Reauthorization principles and the restoration of local suballocation authority for STBG and CMAQ funds.

**Office of Senator Alex Padilla (D-CA)** – We helped facilitate a meeting with the Senator's transportation staff to discuss Surface Transportation authorization and ongoing repair work along the LOSSAN Corridor.

**House Transportation & Infrastructure (T&I) Subcommittee on Highways and Staff –** We met with subcommittee staff to discuss OCTA priorities for the Surface Transportation Reauthorization. We have also been discussing Subcommittee Chair David Rouzer's (R-NC) visit to the region with committee staff during the upcoming August recess.

**House T&I Subcommittee on Railroads Majority Staff –** We followed up with committee staff to discuss possible changes to rail funding programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program in the Surface Transportation Reauthorization process. We also discussed potential funding for key rail corridors in Orange County that would support the Olympic games.

### **Budget Reconciliation Update for May**

On May 21<sup>st</sup>, the House passed their version of the reconciliation bill, [H.R. 1 - One Big Beautiful Bill Act](#). The next step is for the Senate to amend and send back their version of the reconciliation bill to the House. Once the Senate acts, Republican leadership from both chambers will meet to negotiate a final version. The bill makes permanent the lower income tax rates from the 2017 Tax Cuts and Jobs Act (TCJA), provides \$150 billion in additional defense and border funding, restarts construction of the border wall, and raises the debt limit by \$4 trillion. It also includes a standard deduction increase for individuals (with an enhancement for seniors), a child tax credit supplement, no tax on tips and overtime, and a new deduction on interest for car loans. It also increases the State and Local Tax Deduction limit (SALT Cap) to \$40,000, with an income limit of \$500k. Transportation programs were largely unscathed in the House bill, which mostly targets healthcare spending, entitlements, and unused federal funds. The only two "No" votes from the Republican Conference were Rep. Thomas Massie (R-KY) and Rep. Warren Davidson (R-OH). Reps. Garbarino (R-NY) and Schweikert (R-AZ) registered a "not voting." Rep. Andy Harris (R-MD) voted "present." The final vote was 215-214.

To offset the cost of these policies, longer-standing Republican priorities were added, including welfare program reforms affecting the Supplemental Nutrition Assistance Program (SNAP) and Medicaid, along with reforming student aid and federal pensions, eliminating clean energy tax credits, and rescinding funding for the Consumer Financial Protection Bureau.

One issue that may come into play over the next few weeks is the Byrd Rule that prevents extraneous policy riders from being included in reconciliation packages. All provisions in a package must be nominally spending or deficit-related and must have some form of budgetary impact that is more than "merely incidental" to the proposed change. As scoring becomes available on the full House language, the Senate Parliamentarian will have to assess and rule on provisions in the package that may violate the Byrd Rule. Speaker Mike Johnson pushed back on potential changes, citing the approaching debt limit in mid-August, when the US would begin to default on its financial obligations. The Speaker and

Senate Majority Leader John Thune have committed to a July 4<sup>th</sup> deadline for delivering a bill to the President's desk.

### **Fiscal Year 2026 (FY26) Appropriations**

The House Appropriations Committee will begin marking up the 12 FY26 appropriations bills in June and continue until the end of July. Negotiations with the Senate on Budget Reconciliation could create delays in the regular appropriations process despite a strong willingness among Committee Members to finish all markups by the August recess. The Transportation, Housing and Urban Development (THUD) subcommittee markup is scheduled for July 7<sup>th</sup>. The full committee markup is slated to take place that same week, on July 10<sup>th</sup>. A more complete President's Budget is also expected to be released the first week of June. As you may recall a "skinny" budget was previously released that provided preliminary budget requests and recissions from the White House.

On May 14<sup>th</sup>, the Secretary of Transportation Sean Duffy testified before the House THUD Committee on the FY26 President's Budget requests. The following Day, the Secretary testified before the Senate Appropriations Committee. In both hearings, the Secretary took questions from committee members on the status of grant programs and other key transportation priorities for members.

### **Surface Transportation Reauthorization**

During the month of May, the House Transportation & Infrastructure (T&I) Committee has been soliciting initial input from Members regarding Surface Transportation Reauthorization priorities. The upcoming surface transportation reauthorization process will begin in June. Unlike the IIJA, this reauthorization process will focus on highways, bridges, and other traditional transportation infrastructure programs. OCTA's surface transportation reauthorization principles have been submitted to the Orange County delegation and T&I Committee staff. Once enacted, this bill will set the budget for overall transportation spending for the next five years.

### **House T&I Committee Hearings**

Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing on May 6<sup>th</sup> entitled "America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance." Witness List included:

- Mr. **Matthew Dietrich**, Executive Director, Ohio Rail Development Commission
  - [Witness Testimony](#)
- Honorable **Garrett Eucalitto**, Commissioner, Connecticut Department of Transportation, on behalf of the American Association of State Highway and Transportation Officials
  - [Witness Testimony](#)

- Mr. **Kevin Hicks**, Senior Vice President, TranSystems; on behalf of the National Railroad Construction and Maintenance Association
  - [Witness Testimony](#)
- Ms. **Kristin Bevil**, General Counsel and Chief Legal Officer, Pinsky Railroad Company, on behalf of the American Short Line and Regional Railroad Association
  - [Witness Testimony](#)

The focus of the hearing was on the authorized programs to include the CRISI, which serves as a vital source of funding to assist passenger and freight rail operators to rehabilitate and expand infrastructure necessary for their mission to provide service.

On May 14<sup>th</sup>, the Committee held a “Member Day” hearing to discuss member priorities for new reauthorization bill. Orange County Member David Min (D-CA) testified regarding OCTA reauthorization priorities. The portal for Member offices to submit priorities to a surface transportation reauthorization bill May 12<sup>th</sup> and will be open until May 30<sup>th</sup>. Several Orange County Members are submitting several of OCTA’s priorities.

### **Senate Commerce Advances Nominee for the Federal Railroad Administration (FRA)**

On May 12<sup>th</sup>, the Senate panel approved the nomination of David Fink to be Administrator of the Federal Railroad Administration by a party-line vote of 15 to 13. The committee then approved the nomination of Robert Gleason to fill the last vacant seat on the Amtrak Board of Directors by a vote of 16 to 12.

David Fink and FTA Administrator Nominee, Marc Molinaro (former Congressman from New York), are expected to receive Senate floor votes in the next few weeks.



MEMO

**June 18, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board  
**Subject:** Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



***June 19, 2025***

**To:** Legislative and Communications Committee

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

**Subject:** Accessible Transit Advisory Committee Annual Update and Member Appointments

### ***Overview***

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

### ***Recommendation***

Receive and file the Accessible Transit Advisory Committee status report.

### ***Background***

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

### ***Discussion***

The ATAC's mission is to advise OCTA on the promotion of integrated public transit services and to improve communication between OCTA and seniors and customers with disabilities. The committee is composed of 34 members, appointed by the Board, who serve staggered three-year terms. Members may serve an unlimited number of terms, and the committee meets quarterly.

Recruitment for new and returning members began in March. OCTA staff provided Board Members with information on current ATAC members seeking reappointment and any resignations. The recruitment process has now

concluded. As of this report, Board Members have reappointed current members, appointed new members to begin terms on July 1, 2025, or have appointments pending (Attachment A).

Over the past year, ATAC convened four times to provide input on a range of OCTA programs and initiatives. Notable topics reviewed and discussed included:

- OC ACCESS Policy
- Enhanced Mobility for Seniors and Disabled Call for Projects
- Same-Day Taxi Program
- Coach Operator Training
- OC ACCESS Operations
- Measure M2 Ten-Year Review
- Proposed New Fare Media
- Mobility Management Services
- Paratransit and Microtransit Software Procurement
- Community Transportation Programs

### ***Summary***

The ATAC continues to serve in a vital advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. Through regular engagement and thoughtful contributions, ATAC members have played an important role in supporting OCTA's mission over the past year. With the fiscal year 2025–26 recruitment process now complete, the Board has reappointed existing members and appointed new ones to ensure continued representation and advocacy.



***Attachment***

- A. Orange County Transportation Authority Accessible Transit Advisory  
Committee Roster Fiscal Year 2025-26

**Prepared by:**



Marissa Espino  
Section Manager II,  
Public Outreach  
(714) 560-5607

**Approved by:**



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

**Orange County Transportation Authority  
Accessible Transit Advisory Committee Roster  
Fiscal Year 2025-26  
(as of 6/2/2025)**

<b>District</b>	<b>Name</b>	<b>Affiliation</b>	<b>Expiration</b>	<b>Director</b>
<b>1</b>	Appointment Pending	TBD	2028	Janet Nguyen
<b>1</b>	Appointment Pending	TBD	2027	Janet Nguyen
<b>1</b>	Maria Arellano	Stanton Resident	2028	Patrick Harper
<b>1</b>	Henry Michaels	Ashlings Residential Villa	2026	Patrick Harper
<b>1</b>	Appointment Pending	TBD	2027	Stephanie Klopfenstein
<b>1</b>	Appointment Pending	TBD	2028	Stephanie Klopfenstein
<b>2</b>	Alejandra Rodriguez	Santa Ana Resident	2027	Valerie Amezcua
<b>2</b>	Susana Cruz-Rios	Santa Ana Resident	2026	Valerie Amezcua
<b>2</b>	Arturo Cazares	Regional Center of Orange County	2028	Kathy Tavoularis
<b>2</b>	Raymond Bueche	Coordinator of Transition Services, Saddleback Valley Unified School District	2027	Kathy Tavoularis
<b>2</b>	Idalia Rios	Santa Ana Resident	2026	Vicente Sarmiento
<b>2</b>	Cesar Hernandez	Transportation Solutions	2027	Vicente Sarmiento
<b>3</b>	Richard King	Committee for Persons with Disabilities, Fountain Valley	2027	Donald P. Wagner
<b>3</b>	Appointment Pending	TBD	2026	Donald P. Wagner
<b>3</b>	Appointment Pending	TBD	2028	William Go
<b>3</b>	Claudia Harris	County of Orange Office on Aging	2026	William Go
<b>3</b>	Sue Lau	Polio Survivors Plus, AARP	2026	Mark Tettemer
<b>3</b>	Nelly Gomez	Dayle McIntosh Center	2028	Mark Tettemer

**Orange County Transportation Authority  
Accessible Transit Advisory Committee Roster  
Fiscal Year 2024-25  
(as of 12/4/2024)**

<b>District</b>	<b>Name</b>	<b>Affiliation</b>	<b>Expiration</b>	<b>Director</b>
<b>4</b>	Jill Berner	Brea Resident	2028	Doug Chaffee
<b>4</b>	Paul Miller	Disability Support Services, Emeritus California State University, Fullerton	2027	Doug Chaffee
<b>4</b>	Arnel Dino	Fullerton Resident	2026	Fred Jung
<b>4</b>	Appointment Pending	TBD	2028	Fred Jung
<b>4</b>	Appointment Pending	TBD	2027	Carlos A. Leon
<b>4</b>	Kristen Maahs	Anaheim Resident	2026	Carlos A. Leon
<b>5</b>	John Ulrich	Laguna Niguel Chamber of Commerce	2026	John Stephens
<b>5</b>	Russell Toler	Costa Mesa Resident	2028	John Stephens
<b>5</b>	Michael Seyler	Mission Viejo Resident	2027	Jamey M. Federico
<b>5</b>	Sandra Stang	Housing and Transportation Committee / Senior Citizens Advisory Council	2028	Jamey M. Federico
<b>5</b>	Gracie Doran	Irvine Resident	2028	Katrina Foley
<b>5</b>	Lauren Becker	Braille Institute	2026	Katrina Foley
<b>Public Member</b>	Appointment Pending	TBD	2026	Michael Hennessey
<b>Public Member</b>	Issac López	Advocate for Persons with Disabilities	2027	Michael Hennessey
<b>Public Member</b>	BreeAnna Adner	Dayle McIntosh Center	2026	Tam T. Nguyen
<b>Public Member</b>	Brandi Kelly Contreras	Senior Advocate	2028	Tam T. Nguyen



MEMO

**June 18, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board  
**Subject:** Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



**June 19, 2025**

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

### **Overview**

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

### **Recommendation**

Receive and file the Citizens Advisory Committee status report.

### **Discussion**

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

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

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

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

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

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

#### Committee Activities – Fiscal Year Highlights

During the past fiscal year, the CAC met four times to review and provide feedback on a variety of OCTA programs. Topics included:

- Interstate 5 South County Improvements Project
- Coastal Rail Resiliency Study
- OCTA's Fiscal Year 2025-26 Budget
- Interstate 405 Express Lanes
- 2028 Olympics
- OC Streetcar
- Proposed New Fare Media
- Active Transportation
- Measure M2 Next 10 Delivery Plan
- Measure M2 Ten-Year Review

The CAC also participated in facilitated discussions regarding the following studies:

- OC Transit Vision
- OC Transportation Demand Management

### Bicycle and Pedestrian Active Transportation Subcommittee

In 2011, the CAC formed a Bicycle and Pedestrian Active Transportation Subcommittee, which meets to review items and issues related specifically to active transportation.

This subcommittee met twice over the past year to review projects and provide feedback on integrating active transportation into the broader mobility network, with a focus on safety for both adults and youth.

Topics reviewed included:

- OCTA's Active Transportation Program
- Bikeways Connectivity Study
- I-605/Katella Avenue Interchange Project

### Member Appointments

CAC members serve staggered two-year terms from July through June, with each Board Member appointing one new or returning member annually. Members may serve unlimited terms.

In February, members with terms expiring on June 30 were contacted regarding their interest in continuing to serve. In March, OCTA staff provided Board Members with details on current members seeking reappointment and any open vacancies.

The recruitment process for fiscal year 2025–26 is now complete. Board Members have either reappointed existing CAC members, appointed new members to begin service on July 1, 2025, or have appointments pending (Attachment A).

### **Summary**

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. Over the past year, CAC members have provided meaningful input on a range of transportation topics. With the upcoming term appointments now finalized, the committee is well positioned to continue supporting OCTA's mission through community engagement and advocacy.

***Attachment***

- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2025-26

**Prepared by:**



Marissa Espino  
Section Manager II,  
Public Outreach  
(714) 560-5607

**Approved by:**



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



**ATTACHMENT A**

**Orange County Transportation Authority  
Citizens Advisory Committee  
Roster Fiscal Year 2025-26  
(as of 6/2/2025)**

<b>District</b>	<b>Name</b>	<b>Affiliation</b>	<b>Expiration</b>	<b>Director</b>
<b>1</b>	Pat Caitlin	Garden Grove Resident	2027	Janet Nguyen
<b>1</b>	Appointment Pending	TBD	2026	Janet Nguyen
<b>1</b>	Jim Cuneen	Fountain Valley City Council	2027	Patrick Harper
<b>1</b>	Paul Adams	Santa Ana Resident	2026	Patrick Harper
<b>1</b>	Appointment Pending	TBD	2027	Stephanie Klopfenstein
<b>1</b>	Mark Paredes	Garden Grove Resident	2026	Stephanie Klopfenstein
<b>2</b>	Mario Alvarado	Santa Ana Resident	2027	Valerie Amezcua
<b>2</b>	Lorena Vidaurri	Santa Ana Resident	2026	Valerie Amezcua
<b>2</b>	Brendon Moeller	Orange Resident	2027	Kathy Tavoularis
<b>2</b>	Jeff Thompson	Building Industry	2026	Kathy Tavoularis
<b>2</b>	Carah Reed	Santa Ana Resident	2027	Vicente Sarmiento
<b>2</b>	Damon Tordini	Engineers Without Borders / Santa Ana Resident	2026	Vicente Sarmiento
<b>3</b>	Appointment Pending	TBD	2027	Donald P. Wagner
<b>3</b>	Steve Kozak	Tustin Planning Commission	2026	Donald P. Wagner
<b>3</b>	Appointment Pending	TBD	2027	William Go
<b>3</b>	Reza Hosseini	Irvine Resident	2026	William Go
<b>3</b>	Karalee Darnell	Yorba Linda Resident	2027	Mark Tettemer
<b>3</b>	Roy Shahbazian	California Community Colleges	2026	Mark Tettemer

**Orange County Transportation Authority  
Citizens Advisory Committee  
Roster Fiscal Year 2024-25  
(as of 4/15/2025)**

<b>District</b>	<b>Name</b>	<b>Affiliation</b>	<b>Expiration</b>	<b>Director</b>
<b>4</b>	Hui Rorabaugh	La Habra Resident	2027	Doug Chaffee
<b>4</b>	Adam Zibell	Fullerton Resident	2026	Doug Chaffee
<b>4</b>	Jamie Valencia	Fullerton City Council	2027	Fred Jung
<b>4</b>	Jose Castaneda	Fullerton Resident	2026	Fred Jung
<b>4</b>	Appointment Pending	TBD	2027	Carlos A. Leon
<b>4</b>	Appointment Pending	TBD	2026	Carlos A. Leon
<b>5</b>	David Martinez	CMABS	2027	John Stephens
<b>5</b>	Tyler Holst	Civil Engineer	2026	John Stephens
<b>5</b>	Appointment Pending	TBD	2027	Jamey M. Federico
<b>5</b>	David Wheeler	Laguna Hills City Council	2026	Jamey M. Federico
<b>5</b>	Ester Ocampo	Unidos South OC	2027	Katrina Foley
<b>5</b>	Manuel Chavez	Costa Mesa City Council	2026	Katrina Foley
<b>Public Member</b>	Appointment Pending	TBD	2027	Michael Hennessey
<b>Public Member</b>	Frank Murphy	Orange Resident	2026	Michael Hennessey
<b>Public Member</b>	Kristen Jasko	Cal State Fullerton	2027	Tam T. Nguyen
<b>Public Member</b>	Dan Kalmick	Huntington Beach Resident	2026	Tam T. Nguyen



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Agreement for Installation of Battery Electric Bus Chargers and Electrical Infrastructure at the Santa Ana Bus Base

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendation(s)**

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3922 between the Orange County Transportation Authority and Asplundh Construction, LLC, the lowest responsive, responsible bidder, in the amount of \$2,790,147, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Agreement for Installation of Battery Electric Bus Chargers and Electrical Infrastructure at the Santa Ana Bus Base

### **Overview**

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved the purchase of ten battery electric buses and electric bus chargers for deployment at the Santa Ana Bus Base. Installation of the chargers and electrical infrastructure is needed. An invitation for bids was released on March 10, 2025, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3922 between the Orange County Transportation Authority and Asplundh Construction, LLC, the lowest responsive, responsible bidder, in the amount of \$2,790,147, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base.

### **Discussion**

The Orange County Transportation Authority (OCTA) initiated a pilot program to test zero-emission bus (ZEB) technology to obtain operational performance information to determine which ZEB technology, or mix of technologies, best meets OCTA service requirements. The ZEB pilot program was implemented in early 2020 with the introduction of ten hydrogen (H<sub>2</sub>) fuel-cell electric buses (FCEB) and an H<sub>2</sub> fueling station at the Santa Ana Bus Base. The pilot program was expanded in 2023 with the introduction of ten battery electric

buses (BEB) operating from the Garden Grove Bus Base. OCTA is now underway with expanding the ZEB fleet with the addition of 40 new FCEBs along with the installation of an H<sub>2</sub> fueling station at the Garden Grove Bus Base. This project will further expand the ZEB pilot program with installation of electric bus chargers to support ten BEBs operating from the Santa Ana Bus Base. In addition to providing backup to the chargers at the Garden Grove Bus Base, installing chargers at two OCTA bus bases provides flexibility to deploy BEBs from either location on various routes expanding the operating environments in which these buses are being tested. The project will install ten 160-kilowatt plug-in chargers and one 480-kilowatt pantograph charger at the Santa Ana Bus Base, including charger power cabinets, charger dispensers, a pantograph, underground conduits, electrical conductors, metered electrical power distribution equipment, standby generator, Fleetwatch receivers for OCTA's fuel management system, pavement repairs, connection to the Southern California Edison infrastructure, safety compliance, and related work. In coordination with operations maintenance and the equipment manufacturer, the project will energize and test the functionality of the BEB chargers for use.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for public works projects. These procedures, which conform to state and federal requirements, require contracts to be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 5-3922 was released on March 10, 2025, through OCTA's CAMM NET system. The bid was advertised on March 10 and March 17, 2025, in a newspaper of general circulation. A pre-bid conference meeting was held on March 18, 2025, and was attended by eight firms. Five addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On April 28, 2025, ten bids were received and publicly opened.

All bids were reviewed by staff from the Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with the contract terms and conditions and technical specifications. The list of bidders and evaluated bid amounts for base and all optional work are presented below:

**Agreement for Installation of Battery Electric Bus Chargers  
and Electrical Infrastructure at the Santa Ana Bus Base**

**Page 3**

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<u>Firm and Location</u>	<u>Bid Amount</u>
Asplundh Construction, LLC Buena Park, California	\$2,790,147
Fasone Construction, Inc. Whittier, California	\$3,273,888
PAR Western Line Contractors, LLC Rancho Cucamonga, California	\$3,638,150
Giant Services, Inc. Victorville, California	\$3,650,000
Inter-Pacific, Inc. Irvine, California	\$3,650,000
Vellutini Corporation doing business as Royal Electric Sacramento, California	\$3,770,000
Mel Smith Electric, Inc. Stanton, California	\$3,890,000
Servitek Electric, Inc. Norwalk, California	\$3,987,793
Greg Abell, Inc. doing business as Precision Electric Co. Lakeside, California	\$4,165,000
RT Contractor Corp. Garden Grove, California	\$5,570,000

The OCTA engineer's estimate for this project was \$3,800,000. The recommended firm's bid is 26.58 percent below the engineer's estimate and is considered by staff to be fair and reasonable. The bid analysis determined costs for underground trenching, conduits, cabling, and generator, mobilization, general conditions, overhead, and profit were overestimated for the project.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Asplundh Construction, LLC, the lowest, responsive, responsible bidder, in the amount of \$2,790,147 for installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base.

**Fiscal Impact**

Funding for this project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 1722-9022-3145-CAC and 1722-9022-D3126-OMO and is funded through State of California SB 1 (Chapter 5, Statutes of 2017) State of Good Repair grant funds and local transportation funds.

**Summary**

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3922 between the Orange County Transportation Authority and Asplundh Construction, LLC, the lowest responsive, responsible bidder, in the amount of \$2,790,147, for the installation of battery electric bus chargers and electrical infrastructure at the Santa Ana Bus Base.

**Attachment**

None.

**Prepared by:**



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Program Manager, Capital Programs  
(714) 560-5872

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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Pia Veasapen  
Director, Contracts Administration and  
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## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Replacing and Expanding Mobile Routers on OC ACCESS and OC Bus Vehicles and at Non-Vehicle Locations

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendation(s)**

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C54142 between the Orange County Transportation Authority and CDCE, Inc., in the amount of \$4,207,826, for the purchase of hardware and services necessary to replace existing Cradlepoint IBR1100 and IBR1700 mobile routers on 509 OC Bus vehicles, 31 non-revenue vehicles, and nine non-vehicle locations with new Cradlepoint R1900 mobile routers, to add 252 new Cradlepoint R1900 mobile routers on OC ACCESS vehicles, and to procure nine additional routers to be used as spares and for testing purposes.





**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Replacing and Expanding Mobile Routers on OC ACCESS and OC Bus Vehicles and at Non-Vehicle Locations

### **Overview**

The Orange County Transportation Authority utilizes mobile routers onboard the OC Bus and OC ACCESS fleet for real-time data connectivity, vehicle tracking, and integration with other onboard systems. Board of Directors' authorization is requested for the purchase of hardware and services to replace and expand mobile routers on the OC ACCESS and OC Bus vehicles, as well as at non-vehicle locations.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C54142 between the Orange County Transportation Authority and CDCE, Inc., in the amount of \$4,207,826, for the purchase of hardware and services necessary to replace existing Cradlepoint IBR1100 and IBR1700 mobile routers on 509 OC Bus vehicles, 31 non-revenue vehicles, and nine non-vehicle locations with new Cradlepoint R1900 mobile routers, to add 252 new Cradlepoint R1900 mobile routers on OC ACCESS vehicles, and to procure nine additional routers to be used as spares and for testing purposes.

### **Discussion**

The Orange County Transportation Authority (OCTA) utilizes Cradlepoint mobile routers on its OC Bus and OC ACCESS vehicles to provide secure, high-speed cellular connectivity that supports a wide range of operational and passenger-facing systems. These routers enable transmission of Automatic Passenger Count (APC) data to support service planning and reporting, and allow transit operations staff to remotely view live video feeds from onboard surveillance cameras for incident response and monitoring. They also support the remote archiving of essential video footage, ensuring timely retention of critical data. Additionally, the routers facilitate the wireless updating of headsign

information, enable onboard fare validation systems for bus pass authentication, and provide public Wi-Fi service to enhance the passenger experience. This integrated connectivity improves operational efficiency, safety, and customer service across the fleet.

OCTA's existing Cradlepoint IBR1100 routers have reached end-of-support, with no further firmware updates, security patches, or manufacturer assistance available. While the IBR1700 routers remain operational, they are no longer available for purchase, limiting OCTA's ability to scale, maintain, or replace existing units.

Staff is recommending that the legacy Cradlepoint IBR1100 and IBR1700 mobile routers be replaced with the Cradlepoint R1900 mobile router, supported by the Cradlepoint RX30 modular modem and Panorama 11-in-1 antenna. This upgrade is essential to maintain a robust, secure, and high-performing communications infrastructure that support OCTA's growing need for real-time data connectivity, vehicle tracking, and seamless integration with other onboard systems.

The Cradlepoint R1900 offers significant technical advantages that align closely with OCTA's Intelligent Transportation Systems initiatives. The router's improved bandwidth and fifth generation (5G) capabilities enable near real-time transmission of APC data over cellular networks, eliminating the current reliance on depot-based wireless offload and allowing faster and more reliable access to critical ridership data. This upgrade will also support reliable live video streaming from onboard surveillance systems, enhancing OCTA's ability to monitor incidents and ensure passenger and operator safety. The Cradlepoint R1900 provides robust backhaul connectivity for new fare collection systems being deployed, ensuring fare data is transmitted to backend systems quickly and reliably. Its advanced architecture ensures OCTA is well-positioned to support future enhancements in data connectivity and fleet communication technologies as needs evolve.

In addition to its technical capabilities, the Cradlepoint R1900 improves operational manageability through Cradlepoint's NetCloud Manager platform, allowing OCTA staff to remotely configure, update, and monitor routers across the fleet without physical access to each vehicle. Its advanced security features and 5G readiness further enhance OCTA's ability to meet current cybersecurity standards while preparing for future mobility applications such as vehicle-to-everything communications and prioritized quality of service over long-term evolution/5G networks.

By investing now in a full upgrade to the Cradlepoint R1900 across all buses, including replacing routers that have reached end of support, OCTA will unify its communications infrastructure, reduce long-term maintenance costs, and eliminate the inefficiencies of a mixed hardware environment. This transition will also improve the overall availability, reliability, and stability of OCTA's onboard systems, supporting more consistent performance across Computer-Aided Dispatch/Automatic Vehicle Location, fare collection, video streaming, and passenger data reporting. This proactive approach reflects OCTA's broader commitment to operational excellence, technology leadership, and providing safe, reliable, and modern services to its riders.

### ***Procurement Approach***

The Board of Directors (Board)-approved procurement policies and procedures allow for two options to procure the hardware and services. OCTA can issue a competitive solicitation or piggyback to purchase goods, information technology, rolling stock, or nonprofessional services from the State of California, the federal government, or other appropriate California public agencies, when it is in the best interest of OCTA to do so.

Using the first option, OCTA would issue a competitive invitation for bids containing detailed specifications for the Cradlepoint hardware and related services. However, the competitive process is time-intensive and would extend the timeline for obtaining the required hardware and services.

The second option is an intergovernmental procurement, also known as "piggybacking," which is supported by OCTA policy and procedures when it is in OCTA's best interest. This method enables OCTA to leverage existing cooperative contracts that have already been competitively procured by other public agencies, resulting in administrative cost savings and expedited procurement timelines. Staff determined that the piggyback procurement method would be the most advantageous to OCTA. OCTA identified the State of California's Participating Addendum No. 7-20-70-47-02 (Participating Addendum), which allows state and local agencies to procure Cradlepoint hardware, software, and related services at competitively awarded pricing without the need for further solicitation.

In accordance with the Participating Addendum and state user instructions, OCTA requested quotes on May 1, 2025, from the 18 firms listed as authorized resellers under the Participating Addendum. On May 8, 2025, one quote was received and reviewed by staff from the Contracts Administration and Materials Management and Information Systems departments. CDCE, Inc., an authorized reseller, submitted the quote and confirmed that the part numbers and quantities

matched OCTA's requirements. Per OCTA policy and procedures, outreach was conducted to determine why the other vendors did not submit a quote. Vendors cited reasons including lack of competitive pricing for hardware installation, absence of an assigned sales representative, and limitations in their current offerings, such as not providing mobile hardware without bundled connectivity.

The pricing for the hardware and services is deemed fair and reasonable as the per unit price is less than the pricing listed in the Master Price Summary and Schedule under the Participating Addendum.

#### **Fiscal Impact**

Funding for this project was included in OCTA's Fiscal Year 2024-25 Budget. This project will be funded from the Finance and Administration Division/Information Systems Department Account No. 1288-9027-D1111-J8V and is funded through local funds.

#### ***Summary***

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C54142 between the Orange County Transportation Authority and CDCE, Inc., in the amount of \$4,207,826, for the purchase and installation of Cradlepoint R1900 mobile routers across the Orange County Transportation Authority's mobile and field-based assets.

***Attachment***

None.

**Prepared by:**



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Department Manager,  
Information Systems  
714-560-5095



Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
714-560-5619

**Approved by:**



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



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Amendment to Agreement for Technical Consulting Services for a Next-Generation Fare Collection System, OC Streetcar Ticket Vending Machines, and Farebox Replacement Project

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **Committee Vote**

This item was passed by the Members present.

Director Janet Nguyen voted in opposition to this item.

### **Committee Recommendation(s)**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide support for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project at no increase in the maximum obligation of the agreement.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Amendment to Agreement for Technical Consulting Services for a Next-Generation Fare Collection System, OC Streetcar Ticket Vending Machines, and Farebox Replacement Project

### **Overview**

On May 22, 2020, the Orange County Transportation Authority Board of Directors approved an agreement with Jacobs Engineering Group, Inc. to provide technical consulting services for the next generation fare collection system and ticket vending machines for the OC Streetcar for a three-year initial term with two, one-year option terms. The current contract expires July 31, 2025. Board of Directors' approval is requested to extend the contract term an additional two years effective August 1, 2025 through July 31, 2027.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide support for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project at no increase in the maximum obligation of the agreement.

### **Discussion**

The Orange County Transportation Authority (OCTA) is in the process of implementing three Board of Directors (Board)-approved fare collection projects. These projects include the Rider Validation System (RVS), the OC Streetcar Ticket Vending Machines (TVM), and the Farebox Replacement Project. Each of these projects are at important junctures in their implementation cycle and technical support is necessary for successful implementation of the projects. Due to delays in the RVS project start date caused by the pandemic, delays in the OC Streetcar Project affecting the installation of the TVMs, and the anticipated schedule for implementation and integration of the fareboxes with the

RVS, a two-year time extension to the contract with Jacobs Engineering Group, Inc. (Jacobs) for technical consulting services is needed to complete these projects. This request is solely for a time extension and staff is not requesting to increase the maximum obligation of the agreement because of the extended period.

Staff is requesting the two-year extension with Jacobs due to their subject matter expertise in fare collections and their knowledge of the projects having supported OCTA from the inception of all three fare collection projects. Jacobs has been a key technical partner in the design, development, and implementation phases of all three projects. Their continued engagement is vital for several reasons:

1. Critical Role in Specification Development and Testing

Jacobs was instrumental in developing the specifications and functional requirements for the RVS and OC Streetcar TVMs. Their involvement from the inception of the projects uniquely positions them to oversee conformance and performance testing, troubleshoot emergent issues, and support vendor compliance during implementation. Additionally, given their role in developing the farebox system specifications, retaining Jacobs provides continued support for the testing phase of the integration of the fareboxes with the RVS.

2. Integrated System Expertise and Institutional Knowledge

Jacobs has developed a comprehensive understanding of OCTA's fare system architecture through its work on both the RVS and TVMs for the OC Streetcar. This knowledge is critical for ensuring consistent integration of all fare collection elements, particularly as OCTA prepares for the concurrent deployment of TVMs in spring 2026 and the farebox replacement by mid-2027. Their ongoing familiarity with system specifications, workflows, and existing infrastructure significantly reduces the risk of integration issues that could arise from onboarding a new firm.

3. Continuity Through Implementation Milestones

With RVS deployment anticipated by the end of this year, TVM rollout next spring, and farebox implementation in the following two years, Jacobs' continued support ensures uninterrupted technical support throughout each phase. Disruption at this stage, especially during system integrations and testing, could compromise project timelines and increase costs due to rework, onboarding delays, or learning curve inefficiencies associated with a new firm.



**4. Risk Mitigation and Cost Efficiency**

Initiating a new competitive procurement process at this stage would introduce unnecessary risk. Even with expedited timelines, the procurement, evaluation, and onboarding processes would take several months, potentially causing delays during a time-sensitive implementation schedule. These delays could result in increased costs and reduced system readiness for revenue service. The contract extension avoids these risks while preserving project schedules.

**5. Strategic Oversight Across Projects**

Jacobs' continued involvement allows OCTA to maintain strategic technical oversight across all fare modernization efforts. Their knowledge ensures alignment of timelines, vendor deliverables, and system dependencies.

***Procurement Approach***

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. On May 22, 2020, the Board approved the award of the agreement with Jacobs to provide technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$870,000 and two, one-year option terms. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 6 is to extend the term an additional two years through July 31, 2027, which will allow Jacobs to continue providing technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar. There is a ten percent increase to the current hourly rates that will apply to the first year of the two-year time extension and an adjustment of three percent based on the Consumer Price Index that will apply to the hourly rates in the second year of the time extension. Jacobs has previously held their hourly rates, including holding year three initial term rates for the first option term. Therefore, the increase in the hourly rates for the time extension is deemed fair and reasonable. Although the hourly rates will increase for the time extension, the remaining balance on the contract will be sufficient. Therefore, there is no increase in the maximum obligation. Extending the term an additional two years will allow Jacobs to continue providing technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar through July 31, 2027.

**Amendment to Agreement for Technical Consulting Services for a Next-Generation Fare Collection System, OC Streetcar Ticket Vending Machines, and Farebox Replacement Project** **Page 4**

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**Fiscal Impact**

The project was included in OCTA's Proposed Fiscal Year 2025-26 Budget, Finance and Administration Division, account nos. 1261-7519-D0001-1OS and 0035-7519-OC100-NAZ.

**Summary**

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide technical consulting services for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project, at no increase in the maximum obligation of the contract.

**Attachment**

A. Jacobs Engineering Group, Inc., Agreement No. C-0-2047 Fact Sheet

**Prepared by:**



Sam Kaur  
Department Manager,  
Revenue and Grants Administration  
714-560-5889



Pia Veasapen  
Director,  
Contracts Administration and  
Materials Management  
714-560-5619

**Approved by:**



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

**Jacobs Engineering Group, Inc.  
Agreement No. C-0-2047 Fact Sheet**

1. May 22, 2020, Agreement No. C-0-2047, \$870,000, for a three-year initial term with two, one-year option terms approved by the Board of Directors (Board).
  - Jacobs Engineering Group, Inc. to provide technical consulting services for the next-generation fare collection system.
  - Three-year initial term effective July 14, 2020 through May 31, 2023, with two, one-year option terms.
2. March 17, 2023, Amendment No. 1 to Agreement No. C-0-2047, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
  - Exercise the first option term effective June 1, 2023 through May 31, 2024.
3. June 7, 2023, Amendment No. 2 to Agreement No. C-0-2047, \$0.00, approved by CAMM.
  - Revise key personnel.
4. May 17, 2024, Amendment No. 3 to Agreement No. C-0-2047, \$0.00, approved by CAMM.
  - Extend the term of the agreement effective June 1, 2024 through July 31, 2024.
5. June 24, 2024, Amendment No. 4 to Agreement No. C-0-2047, \$374,539, approved by the Board.
  - Exercise the second option term of the agreement effective August 1, 2024 through May 31, 2025.
6. May 22, 2025, Amendment No. 5 to Agreement No. C-0-2047, \$0.00, approved by CAMM.
  - Extend the term of the agreement effective June 1, 2025 through July 31, 2025.
7. June 23, 2025, Amendment No. 6 to Agreement No. C-0-2047, \$0.00, pending approval by the Board.
  - Extend the term of the agreement effective August 1, 2025 through July 31, 2027.

Total committed to Jacobs Engineering Group, Inc., under Agreement No. C-0-2047: \$1,244,539.



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Amendment to Agreement for Coach Operator, Training Instructor, and Field Supervisor Uniforms

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **Committee Vote**

This item was passed by the Members present.


### **Committee Recommendation(s)**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-1-3928 between the Orange County Transportation Authority and Becnel Uniforms, to exercise the option term in the amount of \$611,000, to continue providing uniform services for coach operators, training instructors, and field supervisors effective July 1, 2025, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,285,468.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Amendment to Agreement for Coach Operator, Training Instructor, and Field Supervisor Uniforms

### **Overview**

On May 23, 2022, the Orange County Transportation Authority Board of Directors approved a contract with Becnel Uniforms to provide uniforms for coach operators, training instructors, and field supervisors as needed. The contract includes a three-year initial term and a two-year option term. Board of Directors' approval is requested to exercise the two-year option to ensure continued uniform service.

### **Recommendations**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-1-3928 between the Orange County Transportation Authority and Becnel Uniforms, to exercise the option term in the amount of \$611,000, to continue providing uniform services for coach operators, training instructors, and field supervisors effective July 1, 2025, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,285,468.

### **Discussion**

The Orange County Transportation Authority (OCTA) provides a uniform program for coach operators, operations instructors, and field supervisors consistent with the Coach Operator Collective Bargaining Agreement as well as the Personnel and Salary Resolution. OCTA contracts with a uniform services provider to supply uniforms through the uniform program. These uniforms ensure a professional appearance and reflect OCTA's commitment to safe, reliable service.

OCTA provides an annual allotment for new coach operators of \$300, plus a one-time purchase of a jacket up to \$185. The annual allotment for coach operators who are not new employees is \$265, and up to a \$500 annual allotment to support staff. Additional funds are provided for special circumstances such as weight loss, maternity, and the Bus Rodeo competition. The allotment is intended as a supplement to annual uniform costs employees may incur.

An amendment to the existing agreement is necessary to continue the uniform program.

### ***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 Becnel Uniforms to provide coach operator, training instructor, and field supervisor uniforms services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$674,468 and one, two-year option term.

The proposed Amendment No. 1 is to exercise the option term of the agreement through June 30, 2027, consistent with the rates negotiated in the original agreement. Amending this agreement will increase the maximum cumulative payment obligation by \$611,000, which is based on current and anticipated usage. Exercising the option term will allow Becnel Uniforms to continue providing uniform services through June 30, 2027, bringing the total contract value to \$1,285,468.

Fiscal impact

Funding for this amendment is included in OCTA's Proposed Fiscal Year 2025-26 budget which is funded through Local Transportation Funds.

### ***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-1-3928 with Becnel Uniforms in the amount of \$611,000 for continued uniform supply services of coach operators, training instructors, and field supervisors' uniforms. This will increase the maximum obligation of the agreement to a total contract value of \$1,285,468.

***Attachment***

A. Bechel Uniforms, Agreement No. C-1-3928 Fact Sheet

**Prepared by:**



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Bus Operations, Section Manager III  
Operations  
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**Approved by:**



Kimberly Tucker  
Interim Director of Bus Operations  
Operations  
(714) 560-5715



Pia Veesapen  
Director, Contracts Administration and  
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Johnny Dunning, Jr.  
Chief Operating Officer  
Operations  
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**Becnel Uniforms  
Agreement No. C-1-3928 Fact Sheet**

1. May 23, 2022, Agreement No. C-1-3928, \$674,468, for a three-year initial term with one, two-year option term approved by the Board of Directors (Board).
  - Becnel Uniforms to provide coach operator, training instructor, and field supervisor uniforms.
  - Three-year initial term effective July 1, 2022 through June 30, 2025, with one, two-year option term.
2. June 23, 2025, Amendment No. 1 to Agreement No. C-1-3928, \$611,000, pending approval by the Board.
  - Exercise the option term of the agreement effective July 1, 2025 through June 30, 2027.

Total committed to Becnel Uniforms under Agreement No. C-1-3928: \$1,285,468





## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Amendments to Agreements with Cooperative Agencies for the Provision of Transportation Services

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **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. 1 to Cooperative Agreement No. C-4-2287 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services in the amount of \$210,429, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$414,729.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services in the amount of \$252,479 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$497,604.



- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services in the amount of \$380,019, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$748,969.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, for continued services in the amount of \$446,042 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$879,092.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services in the amount of \$1,702,539 and adjusting the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$3,336,614.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Amendments to Agreements with Cooperative Agencies for the Provision of Transportation Services

### **Overview**

The Orange County Transportation Authority has entered into cost-sharing arrangements with five cooperative agencies to assist in managing the demand and cost of the OC ACCESS service. The Board of Directors approved five-year cooperative agreements with five such agencies on June 24, 2024. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five cooperative agencies for the provision of transportation services.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2287 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services in the amount of \$210,429, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$414,729.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services in the amount of \$252,479 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$497,604.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services in the amount of \$380,019, and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$748,969.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, for continued services in the amount of \$446,042 and to adjust the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$879,092.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services in the amount of \$1,702,539 and adjusting the per trip rate to \$25.75, effective July 1, 2025, through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$3,336,614.

### ***Discussion***

Since 2005, Orange County Transportation Authority (OCTA) has been proactive in establishing community partnerships and encouraging the availability of alternative transportation programs as a viable option for OC ACCESS riders to help reduce growth in the demand and cost of OC ACCESS service. An estimated 11 percent of OC ACCESS-eligible trips are provided to and from cooperative agency facilities and day programs (Programs). OCTA has established long-standing cost-sharing agreements with five cooperative agencies to transition OC ACCESS riders attending these facilities and programs to alternative transportation service providers.

Through these cooperative agreements, OCTA provides a per trip operating subsidy for OC ACCESS-eligible riders traveling to and from the Programs utilizing an alternative transportation service provider. Since 2005, OCTA has collaborated with these Programs to successfully transition more than 1,000 OC ACCESS riders to alternative service providers. The implementation of these

cost-sharing agreements has been a benefit to OCTA and these five agencies. During fiscal year (FY) 2023-24, 115,555 peak period trips were provided through these cooperative agreements at an estimated cost savings of approximately \$6 million assuming the trips were provided by OC ACCESS (FY 2023-24 average cost per trip of \$65.78). For cooperative agencies, managing the daily attendance for program participants is key to their operation.

Under the terms of the current agreements, there is a provision to increase the reimbursement trip rate by 100 percent of the April Consumer Price Index (CPI) on an annual basis. Based on the contract methodology of comparing the previous year's April CPI to the current year's April CPI, the rate used for FY 2025-26 is three percent. Additionally, the agreements will cap the maximum number of reimbursed trips, limiting growth to one and one-tenth percent (1.1 percent) annually. However, there is a provision in each contract that allows for the total number of trips to grow beyond the cap amount if the Program can provide information to OCTA that demonstrates that the additional trips would provide a direct cost offset to the OC ACCESS service.

Staff will continue to oversee a rider validation process for all new riders to the cooperative agreements, from July 1, 2025, to maintain the goal of reducing the growth in demand and cost of the OC ACCESS service. This rider validation process will aim to verify that new participants demonstrate a pattern or practice of using the OC ACCESS service to travel to their Program.

#### **Fiscal Impact**

These services are included in the proposed OCTA Fiscal Year 2025-26 Budget, Operations Division, account nos., 2131-7312-D1208-HB9, 2131-7312-D1208-HBA, 2131-7312-D1208-8T6, 2131-7312-D1208-PJX, 2131-7312-D1208-33M, and is funded through the Local Transportation Fund.

#### **Summary**

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with five agencies in the total amount of \$2,991,508 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, Alzheimer's Family Services Center, SoCal Senior Services, LLC, Community SeniorServ, doing business as Meals on Wheels Orange County, and the Orange County Adult Achievement Center, doing business as My Day Counts, to adjust the maximum contract obligations and cost per trip rates that will provide an operating subsidy

for trips transitioned from OC ACCESS service to alternate service providers effective July 1, 2025 through June 30, 2026.

***Attachments***

- A. North County Senior Services, LLC doing business as Acacia Adult Day Services, Cooperative Agreement No. C-4-2287 Fact Sheet
- B. Alzheimer's Family Service Center, Cooperative Agreement No. C-4-2288 Fact Sheet
- C. Community SeniorServ, doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-4-2289 Fact Sheet
- D. SoCal Senior Services, LLC, Cooperative Agreement No. C-4-2290 Fact Sheet
- E. Orange County Adult Achievement Center doing business as My Day Counts, Cooperative Agreement No. C-4-2291 Fact Sheet

**Prepared by:**



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**Approved by:**



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Johnny Dunning, Jr.  
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**North County Senior Services, LLC doing business as Acacia Adult Day Services  
Cooperative Agreement No. C-4-2287  
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2287, \$204,300, approved by the Board of Directors (Board).
  - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
  - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
  - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
  - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
  - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.
2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2287, \$210,429 approved by the Board.
  - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
  - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
  - No change to the budgeted trips per annum.
  - CPI rate of three percent included in budgeted increase.

Total committed to North County Senior Services, LLC, doing business as Acacia Adult Day Services, Cooperative Agreement No. C-4-2287: \$414,729.

**Alzheimer's Family Center  
Cooperative Agreement No. C-4-2288  
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2288, \$245,125, approved by the Board of Directors (Board).
  - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
  - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
  - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
  - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
  - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.
2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2288, \$252,479, approved by the Board.
  - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
  - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
  - No change to the budgeted trips per annum.
  - CPI rate of three percent included in budgeted increase.

Total committed to Alzheimer's Family Center Cooperative Agreement No. C-4-2288: \$497,604.



**Community SeniorServ doing business as Meals on Wheels Orange County  
Cooperative Agreement No. C-4-2289  
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2289, \$368,950, approved by the Board of Directors (Board).
  - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
  - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
  - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
  - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
  - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.
2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2289, \$380,019, approved by the Board.
  - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
  - Amendment to increase reimbursed trip rate to \$25.75 per one-way trip.
  - No change to the budgeted trips per annum.
  - CPI rate of three percent included in budgeted increase.

Total committed to Community SeniorServ, doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-4-2289: \$748,969.

**SoCal Senior Services, LLC  
Cooperative Agreement No. C-4-2290  
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2290, \$433,050, approved by the Board of Directors (Board).
  - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
  - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
  - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
  - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
  - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.
2. January 12, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2290, approved by the Chief Executive Officer.
  - Amendment to the agency contact person name and address.
3. June 23, 2025, Amendment No. 2 to Cooperative Agreement No. C-4-2290, \$446,042, approved by the Board.
  - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
  - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
  - No change to the budgeted trips per annum.
  - CPI rate of three percent included in budgeted increase.

Total committed to SoCal Senior Services, LLC, Cooperative Agreement No. C-4-2290: \$879,092.

**Orange County Adult Achievement Center doing business as My Day Counts  
Cooperative Agreement No. C-4-2291  
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2291, \$1,384,075, approved by the Board of Directors (Board).
  - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
  - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
  - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
  - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
  - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.
2. March 24, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2291, \$250,000, approved by the Board.
  - Amendment to increase the maximum obligation by \$250,000 to share in the cost of OC ACCESS service through June 30, 2025.
  - Added 10,000 trips through end of FY25.
3. June 23, 2025, Amendment No. 2 to Cooperative Agreement No. C-4-2291, \$1,702,539, approved by the Board.
  - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
  - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
  - Amendment to increase the annual budgeted number of trips by 719 (maximum allowable 1.1 percent)
  - CPI rate of three percent included in budgeted increase.

Total committed to Orange County Adult Achievement Center doing business as My Day Counts Cooperative Agreement No. C-4-2291: \$3,336,614.



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **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. 4 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$91,560 to provide funding through June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and Korean American Senior Association of Orange County, in the amount of \$112,566 to provide funding through June 30, 2026.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$98,976, to provide funding through June 30, 2026.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services

### **Overview**

The Senior Mobility Program is designed to offer transportation alternatives to seniors in addition to local fixed-route and paratransit service. Three non-profit agencies participate in the Senior Mobility Program and receive funding from local sources other than Measure M2 to support their services. Amendments to the current funding agreements with these three agencies are required to allocate funding for fiscal year 2025-26 and ensure the continuation of the service.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$91,560 to provide funding through June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and the Korean American Senior Association of Orange County, in the amount of \$112,566 to provide funding through June 30, 2026.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$98,976, to provide funding through June 30, 2026.

***Discussion***

The Orange County Transportation Authority (OCTA) established the Senior Mobility Program (SMP) in 2001 to help expand transportation services for seniors. The SMP was funded with Transportation Development Act funds from 2001 through 2011. On November 7, 2006, Orange County voters approved Measure M (M2), renewing the one-half cent sales tax for transportation improvements. M2 include Project U which apportions funding to support specialized transportation programs for seniors and persons with disabilities, including the SMP. One percent of net M2 revenues is allocated to the SMP and distributed via formula funding to participating Orange County cities. The formula is based upon each city's population of residents aged 60 and older.

To date, 32 cities have implemented SMP services. In addition to these city-initiated programs, four local non-profit agencies operated SMP services before M2 became the primary funding source for SMP and were grandfathered into the program. These agencies provide services to seniors for trips that cross city boundaries, but do not qualify for M2 funding because the programs are operated by local non-profit agencies, not local jurisdictions. Because of the significant transportation benefit provided to the community, OCTA has continued to support these SMP programs using other local transit funding. As of December 31, 2018, the Jewish Federation and Family Services, one of the four non-profit agencies grandfathered into SMP, discontinued its SMP.

The three remaining non-profit agencies participating in the SMP are Abrazar, Inc., the Korean American Senior Association of Orange County, and Southland Integrated Services, Inc., formerly operating as the Vietnamese Community of Orange County. In fiscal year (FY) 2023-24, these agencies provided a total of 11,402 trips and were allocated \$299,585 in funding. For FY 2024-25, the allocated funding is \$309,890. As of the third quarter, these services have collectively provided 9,150 trips, approximately 79 percent of the total trips provided in the previous FY and are projected to exceed the budgeted trip volume. Although these agencies are ineligible for M2 funding, they remain in full compliance with SMP guidelines and continue to receive OCTA funding to support critical transportation services within the network.

In 2011, a baseline reimbursement was set based on anticipated annual trip volume. Since 2012, funding for each subsequent year has been determined by a formula utilizing the prior year's actual funding received and percentage of the anticipated growth of M2 net sales tax revenue. This growth rate aligns with M2 to uphold the program's guidelines. Consistent with funding provided to participating cities for the SMP, OCTA funds 80 percent of the trip cost and the

organization must provide at least a 20 percent match. The current funding agreements with these three non-profit agencies require amendments each year to provide funding for the subsequent FY.

To preserve these services and support OCTA's goal under M2 Project U to expand mobility choices for seniors and persons with disabilities, OCTA's Board of Directors' (Board) approval is necessary to execute amendments to provide the funds for these services through June 30, 2026. The total local funding allocation necessary for these services is \$303,102 per year and has been included in OCTA's Proposed FY 2025-26 Budget.

#### **Fiscal Impact**

These services are included in OCTA's Proposed FY 2025-26 Budget, Operations Division, account nos. 0030-7831-D1502-PDK, 0030-7831-D1502-PDW, and 0030-7831-D1502-PEE, using local transportation funds.

#### **Summary**

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute amendments in the total amount of \$303,102 between Orange County Transportation Authority and Abrazar, Inc., the Korean American Senior Association of Orange County, and Southland Integrated Services, Inc., three SMP non-profit agencies, to provide trips to local seniors in Orange County through June 30, 2026.

***Attachments***

- A. Non-Profit Agency Funding Projections, Fiscal Years 2024-25 to 2025-26
- B. Abrazar, Inc., Cooperative Agreement No. C-1-3259 Fact Sheet
- C. Korean American Senior Association of Orange County, Cooperative Agreement No. C-1-3260 Fact Sheet
- D. Southland Integrated Services Inc., Cooperative Agreement No. C-1-3261 Fact Sheet

**Prepared by:**



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**Approved by:**



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Chief Operating Officer, Operations  
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**Non-Profit Agency Funding Projections**  
*Fiscal Years 2024-25 to 2025-26*

Community Center	2025 Disbursement	2026 Allocation*	2025-2026 Total Projection*
Abrazar	\$ 93,610	\$ 91,560	\$ 185,170
Korean American Center	115,087	112,566	227,653
Southland Integrated Services	101,193	98,976	200,169
Total	\$ 309,890	\$ 303,102	\$ 612,992

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\*Based on current sales tax growth trends. Funding will be determined based on actual receipts.

**Abrazar, Inc.  
Cooperative Agreement No. C-1-3259 Fact Sheet**

1. May 24, 2021, Cooperative Agreement No. C-1-3259, \$82,248, approved by the Board of Directors (Board).
  - Agreement to provide funding for the provision of Senior Mobility Program (SMP) services.
  - Initial term effective through June 30, 2026.
  - Shuttle transportation to congregate meal programs in the cities of Westminster and Midway City. Service is for medical appointments, shopping, and personal appointments. Social/recreational activities to the Orange County Fair, Tet Festival, and Cinco de Mayo celebrations.
2. May 23, 2022, Amendment No. 1 to Cooperative Agreement No. C-1-3259, \$89,387, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2023.
3. May 22, 2023, Amendment No. 2 to Cooperative Agreement No. C-1-3259, \$90,497, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2024.
4. May 28, 2024, Amendment No. 3 to Cooperative Agreement No. C-1-3259, \$93,610, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2025.
5. June 23, 2025, Amendment No. 4 to Cooperative Agreement No. C-1-3259, \$91,560, pending approval by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2026.

Total committed to Abrazar, Inc., Cooperative Agreement No. C-1-3259: \$447,302

**Korean American Senior Association of Orange County  
Cooperative Agreement No. C-1-3260 Fact Sheet**

1. May 2, 2021, Cooperative Agreement No. C-1-3260, \$101,116, approved by the Board of Directors (Board).
  - Agreement to provide funding for the provision of Senior Mobility Program (SMP) services.
  - Initial term effective through June 30, 2026.
  - Shuttle transportation to the senior center, medical appointments, shopping, and social/recreational trips to cultural events, libraries, religious institutions, and restaurants.
2. May 23, 2022, Amendment No. 1 to Cooperative Agreement No. C-1-3260, \$109,894, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2023.
3. May 22, 2023, Amendment No. 2 to Cooperative Agreement No, C-1-3260, \$111,260, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2024.
4. May 28, 2024, Amendment No. 3 to Cooperative Agreement No, C-1-3260, \$115,087, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2025.
  - Change of agency contact person and agency address.
5. February 27, 2025, Amendment No. 4 to Cooperative Agreement No, C-1-3260.
  - Change of agency contact person.
6. June 23, 2025, Amendment No. 5 to Cooperative Agreement No, C-1-3260, \$112,566 pending approval by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2026.

Total committed to Korean American Senior Association of Orange County,  
Cooperative Agreement No. C-1-3260: \$549,923

**Southland Integrated Services, Inc.  
Cooperative Agreement No. C-1-3261 Fact Sheet**

1. May 24, 2021, Cooperative Agreement No. C-1-3261, \$88,910, approved by the Board of Directors (Board).
  - Agreement to provide funding for the provision of Senior Mobility Program (SMP) services.
  - Initial term effective through June 30, 2026.
  - Shuttle transportation to senior centers, medical appointments, and personal appointments. Social/recreational trips to local community events, parks, and government offices.
2. May 23, 2022, Amendment No. 1 to Cooperative Agreement No. C-1-3261, \$96,628, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2023.
3. May 22, 2023, Amendment No. 2 to Cooperative Agreement No. C-1-3261, \$97,828, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2024.
4. May 28, 2024, Amendment No. 3 to Cooperative Agreement No. C-1-3261, \$101,193, approved by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2025.
  - Change of contact person and agency address.
5. June 23, 2025, Amendment No. 4 to Cooperative Agreement No. C-1-3261, \$98,976, pending approval by the Board.
  - Amendment to increase funding to support trips provided through June 30, 2026.

Total committed to Southland Integrated Services, Inc., Cooperative Agreement No. C-1-3261: \$483,535



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

A handwritten signature in cursive script, reading 'Andrea West', is written over the printed name of the sender.

**Subject:** August 2025 OC Bus Service Change

Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen

**Absent:** Directors Leon, Klopfenstein, and Sarmiento

**Committee Vote**

No action was taken on this information item.

**Staff Recommendation(s)**

Receive and file as an information item.



**June 18, 2025**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** August 2025 OC Bus Service Change

### **Overview**

The proposed August 2025 OC Bus service change implements changes consistent with the Making Better Connections final service plan. These changes will reduce wait times and improve overall service quality and reliability. Minor adjustments to bus schedules in response to customer comments and coach operator feedback are also included.

### **Recommendation**

Receive and file as an information item.

### **Background**

In late 2022, the Orange County Transportation Authority (OCTA) completed a comprehensive study of the bus transit system, known as the Making Better Connections (MBC) Study. The MBC Study assessed emerging travel trends and recommended optimizing the transit network to better serve Orange County residents, workers, and visitors. The Board of Directors approved the final service plan that emerged from the MBC Study in October 2022. The MBC Study strives to improve bus service on high-ridership routes, reduce wait times, and simplify route structures. OCTA continues to implement these improvements steadily through the service change process.

OCTA implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on August 10, 2025.

***Discussion***

OCTA regularly monitors OC Bus performance and makes adjustments as needed to improve the service. These adjustments consider changes in traffic conditions, school schedules, land-use changes, customer comments, current ridership demand, and coach operator feedback. The changes are intended to improve the performance of individual bus routes and transit service overall.

The proposed changes for August 2025 will primarily focus on improvements to service quality and reliability. These changes focus on the following enhancements/modifications:

- Frequency improvement on Routes 47, 64, 66, 90, and 123;
- Minor schedule adjustments to address customer feedback on Routes 43, 53, 55, 57, and 59;
- Schedule adjustments to improve on-time performance on Routes 1, 25, 33, 35, 50, 54, 56, 59, 70, 83, 89, 123, 167, and 177;
- Extend seasonal transition of the summer schedule until November 2025 for Route 1 to improve Saturday/Sunday on-time performance.

The proposed August 2025 changes are detailed in Attachment A and represented in Attachment B.

The proposed changes would result in an increase in bus service levels of approximately 31,000 revenue vehicle hours annually. System-wide service levels would increase to about 1.59 million annual revenue vehicle hours.

***Summary***

The proposed August 2025 OC Bus service change will result in several adjustments to OC Bus service. These adjustments include improvements to service quality and reliability, frequency changes, and the transition from the seasonal summer schedule to regular schedules on select routes. Customers will be notified of the changes three weeks prior to implementation.

***Attachments***

- A. August 2025 OC Bus Service Change: Recommendations by Route
- B. August 2025 OC Bus Service Change: Bus Route Recommendations

**Prepared by:**



Eric Hoch  
Transportation Analyst, Sr.  
(714) 560-5830

**Approved by:**



Rose Casey  
Executive Director, Planning  
(714) 560-5729



## August 2025 OC Bus Service Change: Recommendations by Route

		CHANGE IN SERVICE LEVELS				
Route	Description	WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
25	Improve WKD/SAT/SUN OTP	0.4	0.4	0.4	128	-
33	Improve WKD OTP	1.4	-	-	352	-
35	Improve WKD/SAT/SUN OTP	3.0	8.3	8.3	1,683	-
43	Minor WKD/SAT/SUN schedule adjustment	3.8	1.9	1.9	1,167	-
47	Improve WKD peak and midday frequency to every 16 minutes; Improve SAT/SUN frequency to every 20 minutes	12.4	18.6	18.6	5,197	(1)
50	Improve WKD/SAT/SUN OTP	(2.1)	(0.5)	0.3	(532)	(1)
53	Minor WKD/SAT/SUN schedule adjustment	0.5	(0.1)	(0.1)	122	-
54	Improve WKD OTP	(0.4)	-	-	(97)	-
55	Minor WKD schedule adjustment	1.5	-	-	383	-
56	Improve WKD/SAT/SUN OTP	0.1	9.0	9.0	1,025	-
57	Minor WKD schedule adjustment	0.1	-	-	20	
59	Improve WKD/SAT/SUN OTP	0.1	0.1	0.0	21	1
64	Improve WKD evening frequency to every 30 minutes	5.8	-	-	1,484	-
66	Improve frequency to Larwin Square to every 12 minutes WKD peak, every 15 minutes WKD midday, every 15 minutes SAT/SUN; Improve frequency to Irvine Valley College to every 24 minutes WKD peak, every 30 minutes WKD midday, every 30 minutes SAT/SUN	24.1	33.3	33.3	9,813	1
70	Improve WKD OTP	(0.1)	-	-	(26)	-
83	Improve SUN OTP	-	-	8.6	497	-
89	Improve WKD/SAT/SUN OTP	(2.1)	2.0	2.0	(321)	1
90	Improve WKD peak frequency to every 30 minutes; Improve SAT/SUN frequency to every 60 minutes	14.7	15.2	16.6	5,500	2
123	Improve WKD frequency to every 60 minutes; Add two SB WKD trips for additional connection between CSUF and Anaheim Canyon Station; Improve WKD OTP	18.5	-	-	4,712	1
167	Improve WKD OTP	0.1	-	-	13	-
177	Improve WKD/SAT OTP	0.5	0.4	-	158	-
<b>Total of proposed year-round changes</b>		<b>82.2</b>	<b>88.6</b>	<b>98.8</b>	<b>31,300</b>	<b>4</b>
1	Extend SAT/SUN summer schedules until November 2025 to improve OTP	-	0.9	0.9	24	-
<b>Total of proposed summer-only changes</b>		<b>-</b>	<b>0.9</b>	<b>0.9</b>	<b>24</b>	<b>-</b>

## Acronyms

CSUF - Cal State University, Fullerton

OTP - on-time performance

RVH - revenue vehicle hour

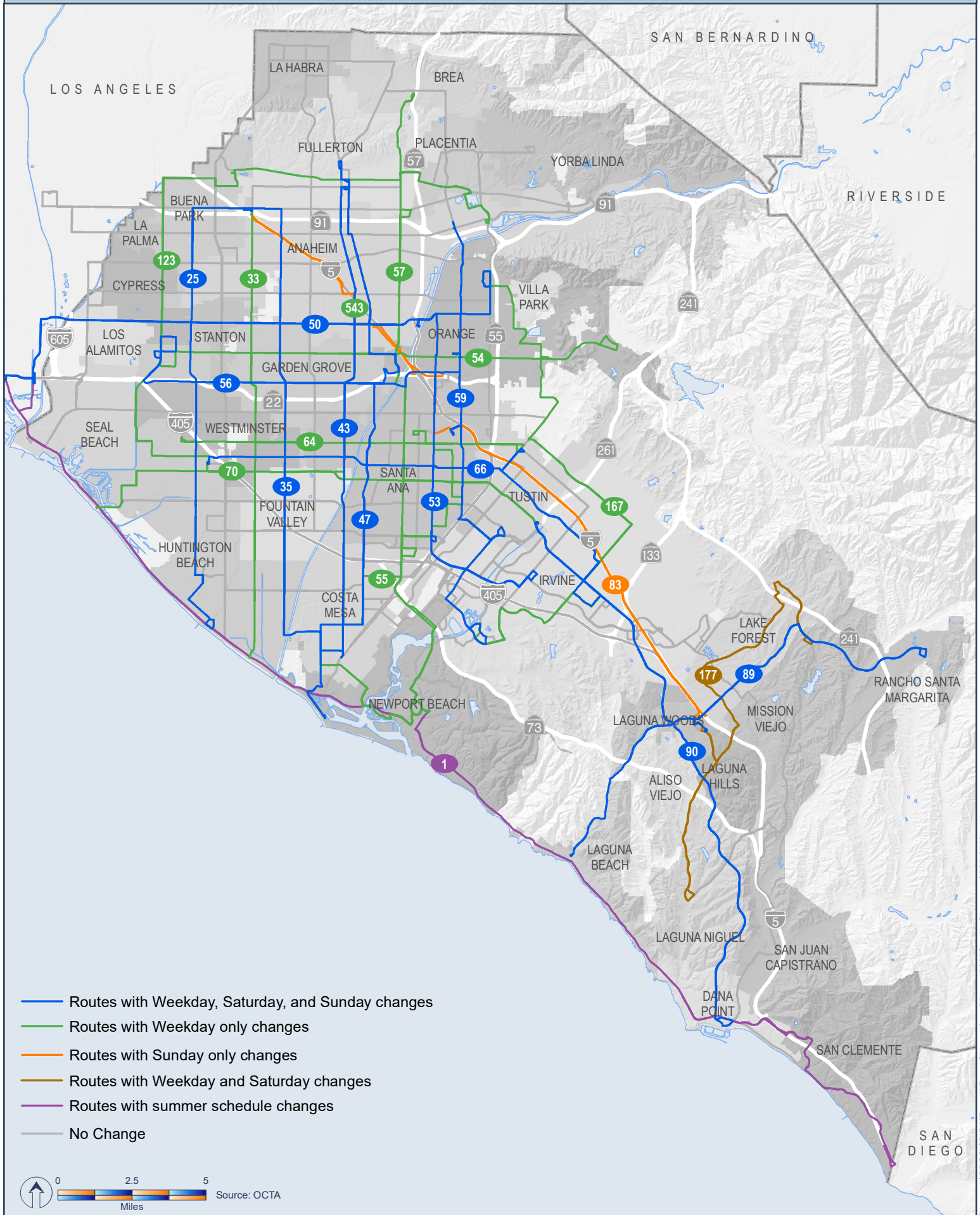
SAT- Saturday

SUN - Sunday

WKD - weekday

# August 2025 Service Change: Bus Route Recommendations

**ATTACHMENT B**






## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Declare Surplus Property for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

### Finance and Administration Committee Meeting of June 11, 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)**

- A. Declare a portion of the property located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, Assessor Parcel No. 637-231-01, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.).
- B. Declare a portion of the property located at the corner of Marguerite Parkway and Avery Parkway in the City of Mission Viejo, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, assessor parcel nos. 740-014-01 and 740-014-05, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.).
- C. Direct staff to seek potential buyers interested in the purchase of the surplus lands located within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway in accordance with Surplus Land Act (Government Code Section 54221 et seq.) and the Real Property Policies and Procedure Manual, dated August 22, 2022.




- D. Direct staff to negotiate sales terms with potential buyers and return to the Board of Directors to recommend approval of the sale of the surplus land.



**June 11, 2025**

**To:** Finance and Administration Committee

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

**Subject:** Declare Surplus Property for the Interstate 5 Improvement Project  
Between State Route 73 and Oso Parkway

### **Overview**

The Orange County Transportation Authority's Interstate 5 Improvement Project between State Route 73 and Oso Parkway required the acquisition of property rights from public and private parties, adjacent to the existing freeway and city streets. Staff is requesting approval to sell a portion of a vacant commercial property, approximately 10,148 square feet, located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, Assessor Parcel No. 637-231-01, and a portion of a vacant commercial property approximately 24,434 square feet, located at Marguerite Parkway and Avery Parkway in the City of Mission Viejo, assessor parcel nos. 740-014-01 and 740-014-05 as surplus land, under the Surplus Land Act (Government Code Section 54221 et seq.).

### **Recommendations**

- A. Declare a portion of the property located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, Assessor Parcel No. 637-231-01, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.).
- B. Declare a portion of the property located at the corner of Marguerite Parkway and Avery Parkway in the City of Mission Viejo, within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway, assessor parcel nos. 740-014-01 and 740-014-05, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.).

- C. Direct staff to seek potential buyers interested in the purchase of the surplus lands located within the Interstate 5 Improvement Project between State Route 73 and Oso Parkway in accordance with Surplus Land Act (Government Code Section 54221 et seq.) and the Real Property Policies and Procedure Manual, dated August 22, 2022.
- D. Direct staff to negotiate sales terms with potential buyers and return to the Board of Directors to recommend approval of the sale of the surplus land.

### ***Background***

The acquisition of public and private properties is often required to implement transportation projects, even though extensive efforts are made during the planning and design process to avoid or minimize the impacts to public and private properties. Cooperative Agreement No. C-5-3661 between the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) was approved by the Board of Directors (Board) on May 9, 2016, and amended on October 25, 2022. This cooperative agreement defined the roles and responsibilities of OCTA and Caltrans for final design, construction, and right-of-way (ROW) acquisition for the Interstate 5 (I-5) Improvement Project between State Route 73 and Oso Parkway (Project). Pursuant to the cooperative agreement, Caltrans is the lead implementing agency for ROW acquisition for the Project, and OCTA is the lead agency for property management and for disposing of any OCTA-owned surplus property.

The approved design for the Project required the acquisition of improved commercial properties located adjacent to the Project to accommodate the reconstruction of the Avery Parkway interchange at I-5. Construction of the freeway is now complete; therefore, portions of two remaining properties, as acquired, are no longer needed by the Project, resulting in the creation of surplus land (Attachment A). OCTA staff recommends the Board declare a portion of the property located at the corner of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, Assessor Parcel No. 637-231-01, and a portion of the property located at the corner of Marguerite Parkway and Avery Parkway in the City of Mission Viejo, assessor parcel nos. 740-014-01 and 740-014-05 (collectively the Subject Properties) as surplus land and authorize disposal of the Subject Properties in accordance with the Surplus Land Act (SLA), (Government Code Section 54221 et seq.), and the Real Property Policies and Procedure Manual, dated August 22, 2022.

***Discussion***

The SLA requires OCTA to send notices of availability of surplus land to local public entities and housing sponsors and engage in good-faith negotiations with any parties that, within 60 days, express interest to purchase or lease the land for purposes specified in the SLA. It defines surplus land as “land owned in fee simple by a local agency for which the governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use.” Under the SLA, an “agency’s use” includes, but is not limited to, land that is being used or is planned to be used pursuant to a written plan adopted by the local agency’s governing board (Government Code Section 54221 et seq.).

The Project required acquisition of commercial properties located at the intersections of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, and at Marguerite Parkway and Avery Parkway in the City of Mission Viejo. A portion of the property located at Camino Capistrano and Avery Parkway was needed to accommodate construction of the I-5 southbound on-ramp and for the widening and street improvements of Avery Parkway; however, a portion of said property is no longer needed for the Project. A portion of the property located at Marguerite Parkway and Avery Parkway was needed to accommodate construction of the I-5 northbound off-ramp and for the widening and street improvements of Avery Parkway; however, a portion of said property is no longer needed for the Project. The Subject Properties, recommended to be sold separately as surplus land, are an approximately 10,148 square foot vacant property and an approximately 24,434 square foot vacant property. The Subject Properties are no longer needed by the Project and are not planned to be used by OCTA. Staff has analyzed the potential uses for the Subject Properties and determined that it is not necessary for any highway-related purposes or other OCTA uses.

To proceed with the sale of the properties for the Project, the Board is requested to declare the Subject Properties as surplus land. Upon approval, staff, in consultation with OCTA General Counsel, will proceed with sending notices of availability to housing sponsors and government entities and will negotiate in good faith with interested buyers as required by the SLA. If OCTA is not able to come to terms with an agreement with an interested buyer for SLA purposes, or if no interest is received, then OCTA will proceed with marketing the property for sale through its commercial brokerage firm. Prior to finalizing any potential sale, OCTA staff will return to the Board to seek approval of the proposed sales.



**Declare Surplus Property for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway** **Page 4**

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Upon completion of the SLA process, OCTA will be required to provide information regarding the proposed sales to the California Department of Housing and Community Development to confirm that SLA requirements have been satisfied. This information includes a summary of the notice of availability process, as well as mandatory affordable housing restrictions, which are required to be recorded on the property. If it is determined that SLA requirements have been satisfied, OCTA will then be able to proceed with the proposed disposition of the land, as authorized by the Board.

**Fiscal Impact**

Proceeds from the surplus land sales will be returned to the local Measure M2 fund.

***Summary***

Staff recommends the Board of Directors formally declare portions of the properties located at corners of Camino Capistrano and Avery Parkway in the City of Laguna Niguel, Assessor Parcel No. 637-231-01, and Marguerite Parkway and Avery Parkway in the City of Mission Viejo, assessor parcel nos. 740-014-01 and 740-014-05, as surplus land pursuant to the Surplus Land Act (Government Code Section 54221 et seq.) and direct staff to seek and negotiate with potential buyers interested in the purchase of the surplus land.

***Attachment***

A. Photo Aerial Exhibit

**Prepared by:**



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

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



Photo Aerial Exhibit



Not to Scale,  
For  
Presentation  
Purposes Only

\* Portions of APN



## COMMITTEE TRANSMITTAL

**June 23, 2025**

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

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

**Subject:** Contract Change Orders for Construction of the OC Streetcar Project

### Transit Committee Meeting of June 18, 2025

**Present:** Directors Amezcua, Jung, Janet Nguyen, and Tam T. Nguyen  
**Absent:** Directors Leon, Klopfenstein, and Sarmiento

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendation(s)**

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 93.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$97,000, for modifications to cranes at the maintenance and storage facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 175.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for additional work for fencing to minimize trespassing in the Pacific Electric Right-of-Way.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 250.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$50,000, for additional work to connect pumps to the appropriate systems in the maintenance and storage facility.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 268.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$70,000, for additional work to install alternative anchorage equipment to support various systems housed on the roof of the maintenance and storage facility.



**June 18, 2025**

**To:** Transit Committee

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

**Subject:** Contract Change Orders for Construction of the OC Streetcar Project

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for modifications to cranes at the maintenance and storage facility, additional fencing to minimize trespassing in the Pacific Electric Right-of-Way, additional work to connect pumps to the appropriate systems in the maintenance and storage facility, and for additional work to install alternative anchorage equipment to support various systems housed on the roof of the maintenance and storage facility.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 93.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$97,000, for modifications to cranes at the maintenance and storage facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 175.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for additional work for fencing to minimize trespassing in the Pacific Electric Right-of-Way.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 250.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$50,000, for additional work to connect pumps to the appropriate systems in the maintenance and storage facility.

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 268.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$70,000, for additional work to install alternative anchorage equipment to support various systems housed on the roof of the maintenance and storage facility.

***Discussion***

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. The construction of the Project is nearing 95 percent complete. The project alignment is referenced in Attachment A.

Staff is requesting Board authorization of the following contract change orders (CCO).

**Modifications to Cranes at the Maintenance and Storage Facility**

The maintenance and storage facility (MSF) utilizes jib cranes to load and unload streetcar wheelsets onto the wheel truing machine. During construction, it was determined that the wheel truing machine model specified in the contract was no longer available; therefore, CCO No. 93, in the amount of \$318,486, was issued for the updated model of the wheel truing machine. The updated model of the wheel truing machine requires jib cranes that have an increased weight capacity. As such, CCO No. 93.1, in the amount of \$97,000, is needed for modifications to the jib cranes required for the updated wheel truing machine.

**Additional Fencing to Minimize Trespassing in Pacific Electric Right-of-Way (PEROW)**

During the design process, it was difficult to anticipate the volume of pedestrians in the Santa Ana River trespassing in the PEROW during active construction. This volume of continued pedestrian use during streetcar operations could result in service interruptions and safety concerns. As a result, CCO No. 175 was issued for the installation of fencing, gates, and signage to minimize trespassing in the PEROW from the Santa Ana River. However, unforeseen obstructions were encountered during construction of the fencing at the Santa Ana River bridge abutments that required additional work to resolve. After completing the work per the revised contract drawings, gaps existed below the installed fencing and existing grade. Additionally, fence repairs are also needed for damage caused by vandalism. Proposed CCO No. 175.1, in the amount of \$200,000, is required for the additional work required to resolve fence conflicts, close fencing

gaps and repair damaged fencing caused by vandalism to minimize trespassing in the PEROW.

**Additional Work to Connect Pumps to the Appropriate Systems in the MSF**

The wheel truing machine at the MSF is located within a service and inspection pit (pit). The pit requires a network of pumps to properly drain. The original design called for the use of electric pumps. During review of the contractor's parts submittals, it was determined that the electric pumps were not Buy America-compliant as required by the Federal Transit Administration (FTA). It was determined that equivalent electric pumps that would meet Buy America requirements were not available. To mitigate potential delays to construction, the design was modified from electric to pneumatic pumps, as there were Buy America-compliant options that would have the appropriate capacity to perform pursuant to the original specification. CCO No. 250 was previously issued to modify the contract with the appropriate Buy America-compliant pneumatic pumps. Proposed CCO No. 250.1, in the amount of \$50,000, is required for additional work needed to connect the pneumatic pumps to the pneumatic system elsewhere in the MSF.

**Additional Work to Install Alternative Anchorage Equipment to Support Various Systems Housed on the Roof of the MSF**

Anchorage equipment related to the structural platforms that provide a level base for mounting heavy equipment on the roof of the MSF could not be installed as detailed in the contract documents. Alternative equipment anchorage and installation adjustments were required to support the overhead mechanical, electrical, plumbing, and fire suppression systems on the MSF roof; therefore, CCO No. 268 was issued to modify the contract with the alternative equipment anchorage and compensate for the work performed. Additional work and costs were recently identified to install the alternative equipment anchorage and proposed CCO No. 268.1, in the amount of \$70,000, is required to provide compensation to Walsh for this additional work.

The cost of the work associated with these CCOs will be funded from the project budget as previously approved by the Board on February 24, 2025.

***Procurement Approach***

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding



process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO nos. 93.1, 175.1, 250.1, and 268.1, in the cumulative amount of \$417,000, will increase the cumulative value of the contract to \$350,295,295, as shown in Attachment B. Board approval is required for CCO nos. 93.1, 175.1, 250.1, and 268.1 pursuant to the State of California Public Contracting Code Section 20142. The CCOs will be issued with a reservation of rights to advance the Project, pending resolution of disputes between OCTA and Walsh. The statements in this report are made in the context of, and subject to, OCTA's reservation of rights.

#### **Fiscal Impact**

Funding for these changes was included in the revised OC Streetcar FTA Full Funding Grant Agreement approved by the Board on February 24, 2025, and is included in OCTA's Proposed Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0051-TS010-9017-Z32 (CCO nos. 93.1, 250.1, and 268.1) and 0051-TS010-9017-Z47 (CCO No. 175.1) and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds.

#### **Summary**

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 93.1, in the amount of \$97,000, for the modifications to cranes at the MSF, CCO No. 175.1, in the amount of \$200,000, for additional fencing to minimize trespassing in the PEROW, CCO No. 250.1, in the amount of \$50,000, for additional work to connect pumps to the pneumatic system in the MSF, and CCO No. 268.1, in the amount of \$70,000, for additional work to install alternative anchorage equipment to support various systems housed on the roof of the MSF, to Agreement No. C-7-1904 between OCTA and Walsh for the construction of the Project.

***Attachments***

- A. Project Alignment
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order (CCO) Log

**Prepared by:**



Jeff Mills, P.E.  
Director, Capital Project Delivery  
(714) 560-5925

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646

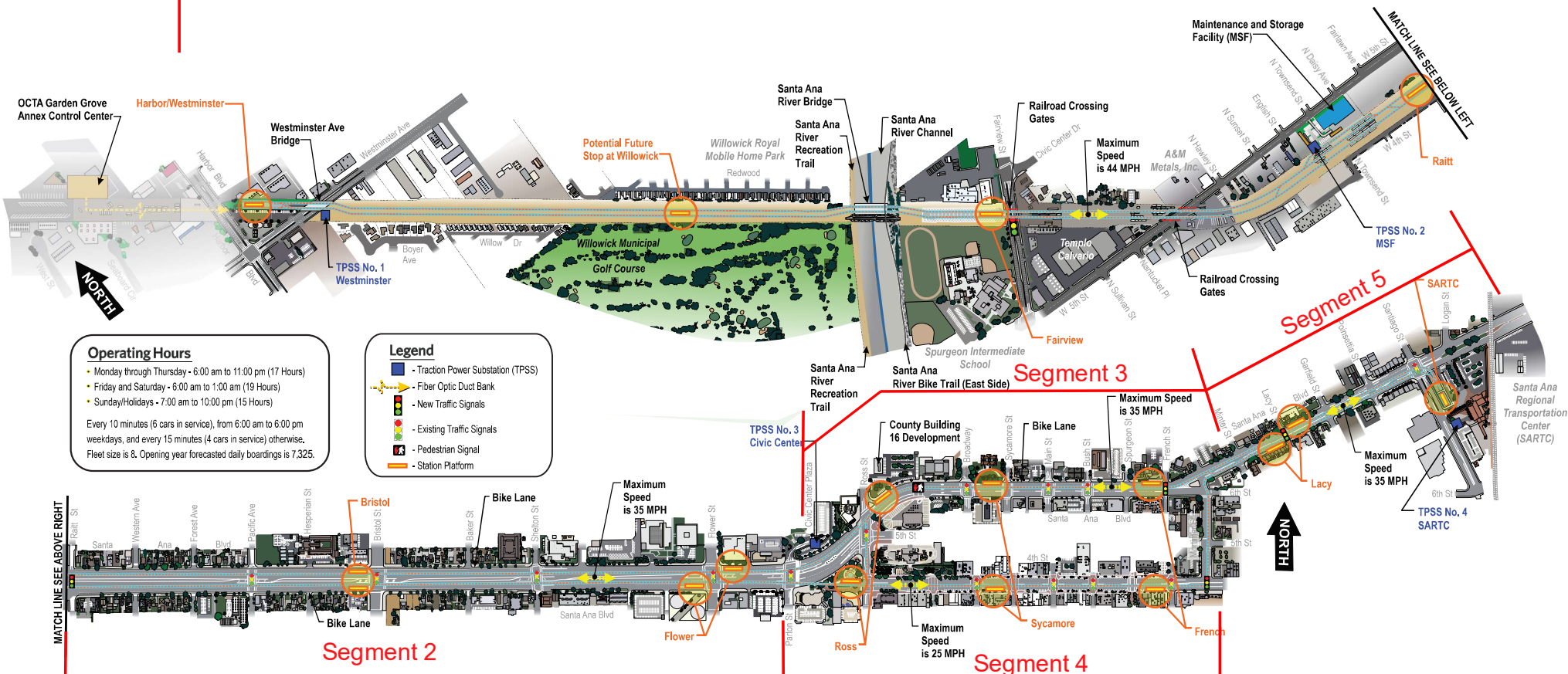


Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
(714) 560-5619

# Project Alignment



## Segment 1





**Walsh Construction Company II, LLC**  
**Agreement No. C-7-1904**  
**Contract Change Order (CCO) Log**

CCO No.	Title	Status	Date Executed	Cost
1	Maintenance and Storage Facility (MSF) Removals	Approved	6/20/2019	\$199,749.00
1.1	MSF Removals Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) 01 - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
1.3	Schedule Impacts Associated with TIE 01	Approved	10/17/2022	\$2,100,000.00
2	MSF Removal of Additional Hazardous Materials	Approved	6/25/2019	\$200,000.00
2.1	MSF Removal of Additional Hazardous Materials Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District (OCTD)-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Additional Funding	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Additional Funding	Approved	10/18/2021	\$1,100,000.00
3.3	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/18/2023	\$1,500,000.00
3.4	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/21/2025	\$657,000.00
4	Work Related to Existing Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Work Related to Existing Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
4.4	Work Related to Existing Utility Conflicts Additional Funding	Approved	11/19/2021	\$3,500,000.00
4.5	Work Related to Existing Utility Conflicts Additional Funding	Pending		\$250,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	Approved	12/29/2023	\$300,000.00
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Orange County Flood Control District Maintenance Path Profile Revisions	Approved	6/9/2020	\$6,055.00
9	MSF Vapor Barrier	Approved	12/22/2020	\$395,717.00
10	112 Tram Rail Ultrasonic Testing	Approved	6/10/2020	\$0.00
11	GPS Priority Control System	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge (SARB) Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Utility Relocations for Overhead Contact System (OCS) Pole Foundations and Traffic Signal Pole Foundations	Approved	6/17/2020	\$195,723.00
16	OCS and Traffic Signal Pole Foundations Hand Excavation and Survey	Approved	6/23/2020	\$198,808.00
16.1	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	6/26/2020	\$1,400,000.00
16.2	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	4/15/2021	\$1,400,000.00
16.3	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	5/1/2023	\$250,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Remove Buried Man-Made Objects	Approved	11/23/2020	\$300,000.00
18.1	Remove Buried Man-Made Objects Additional Funding	Approved	10/25/2021	\$300,000.00
18.2	Remove Buried Man-Made Objects Additional Funding	Approved	5/1/2023	\$600,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0.00
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0.00
23	SARB, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens Portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization Additional Funding	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass, and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Schedule Impacts Associated with TIE 04 and 07	Approved	12/8/2020	\$0.00
28.1	Schedule Impacts Associated with TIE 07	Approved	10/17/2022	\$1,300,000.00
28.2	Schedule Impacts Associated with TIE 07	Approved	1/17/2024	\$0.00
28.3	Schedule Impacts Associated with TIE 07	Approved	6/4/2024	\$1,425,000.00
29	Revision to MSF, Traction Power Substation (TPSS), and OCS Siemens Portion	Approved	11/19/2020	\$34,216.80
29.1	Revision to MSF, TPSS, and OCS Siemens Portion	Approved	6/22/2023	\$175,730.75
30	SARB Pile, Westminster Bridge, and Demonstration Section Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing Additional Funding	Approved	3/16/2021	\$320,164.40
31	MSF Building and Southern California Edison (SCE) Design Revisions	Approved	1/17/2022	\$207,367.00
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
34	OCS Spanwire Modifications	Approved	5/8/2024	\$10,901.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04

CCO No.	Title	Status	Date Executed	Cost
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
39.1	Additional Revisions to OCS Hardware	Approved	6/26/2023	\$180,709.28
40	MSF Remote Yard Gates	Approved	11/3/2021	\$32,307.66
40.1	MSF Remote Yard Gates	Approved	5/29/2024	\$67,819.03
41	Auxiliary Feeder Pullbox Sizes- Segment 3A	Approved	11/23/2021	\$61,041.24
42	Department Acceptance Testing for Gamma-Gamma Logging of Cast-In-Drilled-Hole (CIDH) Piles	Approved	10/22/2021	\$35,138.00
43	End of Life Communication Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A - Stages 1 and 2	Approved	4/26/2021	\$41,967.00
44.1	Design of Temporary Traffic Signals Segment 3A	Approved	11/24/2021	\$50,813.00
44.2	Design of Temporary Traffic Signals and Video Detections	Approved	10/4/2022	\$907,220.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove Bus Annex to MSF	Approved	10/13/2021	\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
47.1	Archaeological Security and Data Recovery at MSF Additional Funding	Approved	5/8/2023	\$98,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
50	MSF Street and Yard Utility Conflicts	Approved	5/25/2021	\$200,000.00
51	MSF Yard Light Connection Details	Approved	2/17/2023	\$193,803.00
52	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$209,500.00
52.1	Over Excavation of Unsuitable Soils Additional Funding	Approved	6/21/2021	\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
54	Revisions to the Traction and Power Substation Site Plan	Approved	5/18/2022	\$1,200,000.00
55	Bid Item 24 - Earthwork Credit	Approved	5/3/2022	(\$659,666.73)
56	Exploratory Potholing Allowance	Approved	4/26/2021	\$200,000.00
56.1	Exploratory Potholing Allowance	Approved	9/8/2021	\$1,100,000.00
56.2	Exploratory Potholing Allowance	Approved	5/8/2023	\$500,000.00
58	Vehicle Platform Tolerances	Approved	12/6/2021	\$0.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits	Approved	5/25/2021	(\$1,842,680.00)
61	Loop Relocation and Block Out	Approved	10/25/2021	\$80,000.00
61.1	Train-to-Wayside Communications Loop Installation in Embedded Track	Pending		\$300,000.00
62	Backfill of OCS Foundations	Approved	11/8/2021	\$200,000.00
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	SCE Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
64.1	SCE Meter Switchgear Additional Funding	Approved	10/13/2021	\$191,950.00
64.2	SCE Meter Switchgear Additional Funding	Approved	1/19/2022	\$669,573.00
65	Additional Environmental Soil Investigation on West Santa Ana Boulevard/Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Approved	9/1/2021	\$208,000.00
67	City of Garden Grove Driveway Standard Update	Approved	11/24/2021	\$20,637.83
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00
69	Optical Backbone Network System Redundancy	Approved	2/25/2022	\$520,582.00
71	Traffic Signal Interconnect	Approved	4/12/2022	\$208,000.00
71.1	Traffic Signal Interconnect Additional Funding	Approved	5/31/2022	\$500,000.00
71.2	Traffic Signal Interconnect Additional Funding	Approved	3/4/2025	\$165,802.56
71.3	Traffic Signal Interconnect - Ethernet Switches	Pending		\$200,000.00
72	Cathodic Protection at MSF and Car Wash	Approved	11/30/2023	\$292,745.56
77	Pavement Modification at Street Intersections	Approved	12/28/2021	\$208,000.00
77.1	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	5/3/2022	\$400,000.00
77.2	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	9/22/2023	\$480,000.00
77.3	Pavement Modifications and Restoration Along Embedded Tracks and Grade Crossings	Approved	6/7/2023	\$1,300,000.00
77.4	Pavement Modifications and Restoration Additional Funding	Pending		\$350,000.00
79	MSF Permit Drawings and Revisions	Approved	6/24/2022	\$3,000,000.00
80	Contract Language Modifications Escrow Documents	Approved	4/12/2022	\$0.00
82	Third-Party Utility Work - Southern California Gas: Expose Abandoned Gas Lines	Approved	6/9/2022	\$100,000.00
82.1	Third-Party Utility Work - AT&T	Approved	6/21/2022	\$108,000.00
83	Additional Storage of Four TPSS Units at Factory	Approved	6/21/2022	\$208,000.00
86	OCS Pole Grounding Conduit Routing at PEROW	Approved	5/24/2022	\$200,000.00
86.1	OCS and Platform Grounding Conduit Additional Funding	Approved	4/18/2023	\$300,000.00
88	Traction Power Sub-Station Grounding Revisions	Approved	6/6/2022	\$209,839.49
89	Equipment and Security Upgrades	Approved	6/22/2022	\$2,200,000.00
89.1	Additional Security Modifications	Pending		\$750,000.00
90	Contract Language Modifications - Electronic Compliance Auditing Tool Disadvantaged Business Enterprise Reporting	Approved	11/17/2022	\$0.00
91	Customer Information Center Enclosure and Component Modifications	Approved	6/20/2022	\$1,650,000.00
91.1	Additional Customer Information Center Enclosure and Component Modifications	Pending		\$1,000,000.00
92	Changes to Platform SCE Meter Pedestals	Approved	6/28/2023	\$208,613.05
93	Wheel Turing Pit Modifications	Approved	2/2/2024	\$318,486.42
93.1	MSF Jib Cranes	Pending		\$97,000.00

CCO No.	Title	Status	Date Executed	Cost
94	Traffic Signal Pole Modifications	Approved	6/22/2022	\$800,000.00
96	Relocate Bumping Posts and Train Signal Cabinet at Harbor Station	Approved	6/22/2022	\$400,000.00
105	Modifications to the Track Slab Detail to Clear Utility Conflicts	Approved	5/18/2023	\$3,500,000.00
108	Traffic Signal and Pedestrian Crossing Equipment Modifications	Approved	9/17/2024	\$253,851.23
108.1	Traffic Signal and Pedestrian Crossing Modifications	Pending		\$21,946.41
110	Malcom and Spectrum Utility Concurrent Impacts (Claim 09)	Approved	12/30/2021	\$123,714.20
117	Manual Train Control Override	Approved	4/29/2022	\$208,000.00
117.1	Manual Train Control Override Additional Funding	Approved	6/9/2022	\$700,000.00
118	Added Pedestrian Crossing and Updated City Standard Signage	Approved	6/6/2024	\$64,411.79
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00
133	MSF Western Concrete Masonry Unit Wall Modifications	Approved	1/27/2023	\$208,000.00
139	Soundwall #2 CIDH Foundation Adjustments	Approved	7/24/2023	\$29,570.95
140	TPSS Additional Rear Doors	Approved	9/28/2023	\$64,275.10
145	Structural Steel Quality Control Inspection and Testing	Approved	5/31/2022	\$350,000.00
146	Train Signal Modifications	Approved	6/14/2022	\$850,000.00
148	Emergency Communication Devices	Approved	2/17/2023	\$195,000.00
150	Fourth Street Extended Work Hours and Public Safety	Approved	9/28/2022	\$500,000.00
150.1	Fourth Street Extended Work Hours and Public Safety Additional Funding	Approved	12/15/2022	\$800,000.00
150.2	Fourth Street Extended Work Hours Additional Funding	Approved	6/18/2024	\$250,000.00
157	Traffic Control Allowance Extension (Bid Item 33)	Approved	2/6/2023	\$208,000.00
157.1	Traffic Control Allowance Extension (Bid Item 33)	Approved	9/21/2023	\$300,000.00
158	Station Canopy Glass Price Escalation	Approved	10/17/2022	\$72,607.09
161	Contract Language Modification - Article 9 - Notices	Approved	11/17/2022	\$0.00
164	Station Platform, Parking Lot, and Sasser Park Lights	Approved	5/18/2023	\$300,000.00
169	Traffic Signal Systems Spare Equipment for City of Santa Ana	Approved	3/28/2025	\$56,626.20
170	Station Spare Parts	Approved	1/2/2025	\$518,592.05
173	Buried OCS Pole Grounding	Approved	8/22/2024	\$209,500.00
173.1	Buried OCS Pole Grounding	Approved	8/27/2024	\$123,643.00
175	Additional Fence and Gates to Minimize Trespassing in PEROW	Approved	5/6/2025	\$198,210.15
175.1	Additional Fence and Gates to Minimize Trespassing in PEROW	Pending		\$200,000.00
177	Traffic Signal Plan Revisions: Utilizing Different Anchor Bolt Patterns	Approved	1/27/2023	\$208,000.00
177.1	Traffic Signal Pole Revisions Additional Funding	Approved	5/5/2025	\$100,000.00
178	Station Standby Lighting	Approved	12/16/2024	\$127,795.00
182	Homeless Security and Cleanup	Approved	2/16/2023	\$208,000.00
183	Track Switch Indication Lights	Approved	2/28/2023	\$480,000.00
184	Santa Ana Boulevard Extended Hours	Approved	12/14/2022	\$208,000.00
185	Additional Builder Risk Insurance	Approved	2/8/2023	\$550,000.00
186	MSF Catenary Interlock System	Approved	2/17/2023	\$208,000.00
186.1	MSF Interlock System Additional Funding	Approved	12/27/2024	\$781,619.17
187	Schedule Impacts Associated with TIE 08	Approved	10/24/2022	\$0.00
187.1	Schedule Impacts Associated with TIE 08	Approved	6/22/2023	\$2,847,000.00
188	Relocation of the Traction Power Track Connection Boxes in Segment 4	Approved	5/23/2024	(\$102,757.22)
189	MSF Grounding Additions	Approved	3/28/2025	\$178,283.21
190	Track Bumping Post Modifications	Approved	6/13/2024	\$206,920.32
191	Four-Fold and Coiling Doors at the MSF	Approved	6/20/2023	\$300,902.44
193	Embedded Track Transition to Paved Ballasted Track	Approved	2/20/2024	\$182,498.67
194	Malcom's Differing Site Condition Impacts for CIDH Pile Installation (Claim 10)	Approved	3/16/2023	\$209,999.00
195	Schedule Impacts Associated with TIE 12	Approved	3/27/2023	\$0.00
195.1	Schedule Impacts Associated with TIE 12	Approved	6/20/2023	\$1,249,403.38
195.2	Schedule Impacts Associated with TIE 12	Approved	5/3/2024	\$245,501.00
195.3	Schedule Impacts Associated with TIE 12	Approved	5/6/2024	\$940,580.78
196	Shore Power at the MSF	Approved	8/13/2024	\$363,651.56
197	OCS Pole and Foundation Revisions	Approved	6/19/2023	\$128,706.34
198	Fourth Street Planter Lighting, Irrigation Wiring, and Power Modifications	Approved	9/16/2024	\$85,247.00
199	Improvements at Civic Center Plaza	Approved	3/16/2023	\$208,000.00
200	Infrastructure for Electric Vehicle Charger at Santa Ana Regional Transportation Center	Approved	8/21/2023	\$25,000.00
201	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	12/29/2023	\$450,000.00
201.1	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	5/29/2024	\$123,039.00
203	Sidewalk Paver Material and Labor Escalation	Approved	6/19/2023	\$209,730.72
204	MSF Pedestal Track Spacing M1-M2	Approved	12/28/2023	\$20,325.88
206	Track Isolation at end of Embedded Track	Approved	6/6/2024	\$119,790.41
207	Sewer Ejector Changes at MSF	Approved	2/1/2024	\$208,221.98
208	Ultrasonic Cleaner Model Changes	Approved	6/7/2024	\$44,401.70
209	Harbor OCS Modifications	Approved	2/4/2025	\$205,657.98
210	MSF Extended Work Hours	Approved	1/3/2024	\$209,500.00
211	OCS Pole Re-Raking and Adjustment	Approved	6/4/2024	\$208,000.00
212	Restraining Rail Conflicts at M1, M2, M3 and Y1 Tracks	Approved	5/8/2024	\$35,426.59
213	Various Sidewalk and Brick Restoration Work	Approved	8/12/2024	\$209,500.00
214	SCE Switchgear Breaker Setting and Commissioning	Approved	4/30/2024	\$143,986.69
215	Emergency Walkway Track Crossing at Raitt and Fairview Platform	Approved	12/28/2023	\$113,812.10
217	Improvements at Sasser Park	Approved	5/8/2024	\$209,298.00
220	Ross Street Intersection Modifications	Approved	8/30/2024	\$140,421.07

CCO No.	Title	Status	Date Executed	Cost
221	Electrical Modifications at Sasscer Park	Approved	8/30/2024	\$128,045.06
222	SCE Electrical and Service Connections at Various Intersections	Approved	12/27/2024	\$368,980.95
225	Train Control Battery Backup	Approved	9/17/2024	\$349,848.89
226	Traffic Signal Pole and Mast Arm Adjustments at Santiago, Shelton and Bristol	Approved	9/26/2024	\$52,702.00
227	Traffic Signal and Striping Modifications Due to the City of Santa Ana Bike Lane Project	Approved	8/30/2024	\$45,088.00
228	OCS Feeder Cable Theft Protection	Approved	10/14/2024	\$243,904.68
230	Traffic Signal Cabinet Relocation Sycamore Street and Santa Ana Boulevard	Approved	9/16/2024	\$93,878.89
231	Bid Item 61 (Utility Service Fee) Extension	Approved	6/7/2024	\$185,000.00
232	Platform Modifications	Approved	11/13/2024	\$70,648.35
233	MSF Information Technology Room and Data Port and Communication Device Changes	Approved	11/18/2024	\$1,519,579.00
234	Schedule Impacts Associated with TIE 18	Approved	5/8/2024	\$0.00
235	Diesel Particulate Filter	Approved	10/11/2024	\$77,050.69
237	Garfield & Sycamore SCE Services Pedestals and Foundation Changes	Approved	9/30/2024	\$56,300.78
239	TPSS #01 Alternative Installation Method	Approved	12/12/2024	\$40,000.00
241	Modifications to the East and West Gates at MSF	Pending		\$366,813.41
242	OCS Pole Ground Repair in PEROW	Approved	2/4/2025	\$148,044.06
243	Overhead Utility Conflicts at Mortimer and SAB - Traffic Signal Pole nos. 02 and 03	Approved	12/12/2024	\$38,498.93
245	Parton-Santa Ana Blvd Sidewalk Restoration	Approved	11/14/2024	\$22,763.02
246	Modifications to Signage, Push Buttons and Signal Heads	Approved	11/13/2024	\$76,618.35
250	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Approved	5/7/2025	\$325,000.00
250.1	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Pending		\$50,000.00
251	Accelerated Schedule Agreement	Approved	9/30/2024	\$40,338,054.00
252	Public Conveyance and Safety Enhancements	Approved	2/12/2025	\$150,000.00
253	SCE Invoices for Relocations due to GO 95 Conflicts	Approved	2/4/2025	\$150,000.00
254	Fairview Crossing Traffic Signal Poles Conflict with Overhead SCE Lines	Approved	2/4/2025	\$21,225.37
255	OCS Modifications	Approved	1/21/2025	\$200,000.00
258	Harbor Station Adjustments	Approved	4/11/2025	\$200,000.00
260	MSF Finishes	Approved	3/13/2025	\$200,000.00
261	OCS Cross Contact Assemblies on Hand	Approved	3/4/2025	\$200,000.00
263	CIC Battery Replacement	Approved	5/6/2025	\$202,329.50
266	MSF Systems	Approved	3/14/2025	\$200,000.00
267	Wheel Truing Machine Testing	Approved	3/28/2025	\$92,397.00
268	MSF Additional Roof and Deck MEP Angle Supports	Approved	5/8/2025	\$199,232.85
268.1	MSF Additional Roof and Deck MEP Angle Supports	Pending		\$70,000.00
275	Overhead Contact System Pole Twist and Arm Capacity	Pending		\$750,000.00
289	OCS – Elastic Arm Assembly Modifications	Approved	5/6/2025	\$100,000.00
290	OCS – Galvanized Steel to SST & Kevlar Changes	Approved	5/6/2025	\$205,000.00
291	OCS – Span Wire to Contact Wire Changes	Pending		\$205,000.00
292	OCS – Feeder Wire & Tap Assembly Modifications	Pending		\$200,000.00
293	Communications Systems Software and Supervisory Control and Data Acquisition	Pending		\$900,000.00

Subtotal Executed CCOs \$124,045,886.01

Subtotal Pending CCOs \$5,710,759.82

TOTAL CCOs \$129,756,645.83


ORIGINAL VALUE \$220,538,649.00

PROPOSED REVISED VALUE \$350,295,294.83



## COMMITTEE TRANSMITTAL

**June 23, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board   
**Subject:** Enviromental Mitigation Program Endowment Fund Investment Report for March 31, 2025

Finance and Administration Committee Meeting of June 11, 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.



**June 11, 2025**

**To:** Finance and Administration Committee

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

**Subject:** Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2025

### **Overview**

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway programs. The California Community Foundation manages the non-wasting endowment required to fund the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance.

### **Recommendation**

Receive and file as an information item.

### **Background**

On September 26, 2016, the Board of Directors approved the selection of the California Community Foundation (CCF) as an endowment fund manager for the Measure M2 Freeway Environmental Mitigation Program. Annually, approximately \$2.9 million will be deposited in the endowment. These annual deposits are expected over a ten-to-twelve-year period, or until the fund totals approximately \$46.2 million. As of March 31, 2025, the Orange County Transportation Authority (OCTA) has made nine deposits to the CCF Endowment Pool (Pool), each in the amount of \$2,877,000.

### ***Discussion***

As of March 31, 2025, total assets in the Pool stood at \$1.15 billion (Attachment A), with total foundation assets at \$2.43 billion. Pool performance lagged the Blended Benchmark in both short- and mid-term periods (up to ten years) but closely aligned with the benchmark over the 20-year horizon.

The endowment balance as of March 31, 2025, was \$32,538,437, slightly above the target of \$32,125,598 for the third quarter of fiscal year (FY) 2024-25. Based on the CCF's performance to date, OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28 (Attachment C). The total endowment portfolio declined by 0.2 percent for the quarter but increased by 4.5 percent over the trailing one-year period.

During the quarter, United States (U.S.) and global equity markets declined amid heightened economic uncertainty stemming from the Trump administration's broad tariffs, raising fears of a trade war with China. Despite the volatility, performance broadened across regions and sectors, creating opportunities for active managers. Notably, 60 percent of Standard and Poor's 500 stocks outperformed the index, and international markets, particularly China and Europe, outpaced U.S. equities. The Eurozone showed resilience, supported by increased defense spending and a rebound in the banking sector. The Federal Reserve acknowledged a more uncertain outlook, lowering its 2025 U.S. Gross domestic product growth forecast from 2.1 percent to 1.7 percent and raising its inflation projection to 2.7 percent. Credit market yields remained attractive, though wider spreads reflected macro concerns tied to tariffs and slowing growth expectations. Looking ahead, the CCF remains confident that its active equity managers are well positioned to outperform global benchmarks over the long term.

Diversification, strategic asset allocation, and appropriate sizing of investments within the endowment portfolio remain the primary strategies to protect the portfolio from outsized volatility.

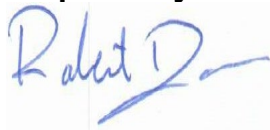
### ***Summary***

The Orange County Transportation Authority is submitting a copy of the California Community Foundation Investment for the quarter ended March 31, 2025.

***Attachments***

- A. California Community Foundation Endowment Pool Investments – March 31, 2025
- B. California Community Foundation Fund Statement – 1/1/2025 – 3/31/2025
- C. EMP Portfolio Performance – Actual/Projection vs. Target

**Prepared by:**



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

**Approved by:**



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





**Endowment Pool**  
**March 31, 2025**

**INVESTMENTS**

**Total Pool Assets**

\$1.150 billion (Endowment Pool), \$2.43 billion (total foundation assets) as of March 31, 2025.

**Pool Objective**

Prudent investment of funds to provide real growth of the assets over time while protecting the value of the assets from undue volatility or risk of loss. Managed on a total return basis (i.e., yield plus capital appreciation) while taking into account the level of liquidity required to meet withdrawals from the pool - mainly expenses and grants to external organizations. While the Investment Committee recognizes the importance of the preservation of capital, they also adhere to the principle that varying degrees of risk are generally rewarded with commensurate returns over full market cycles (5-10 years).

**Outsource CIO**

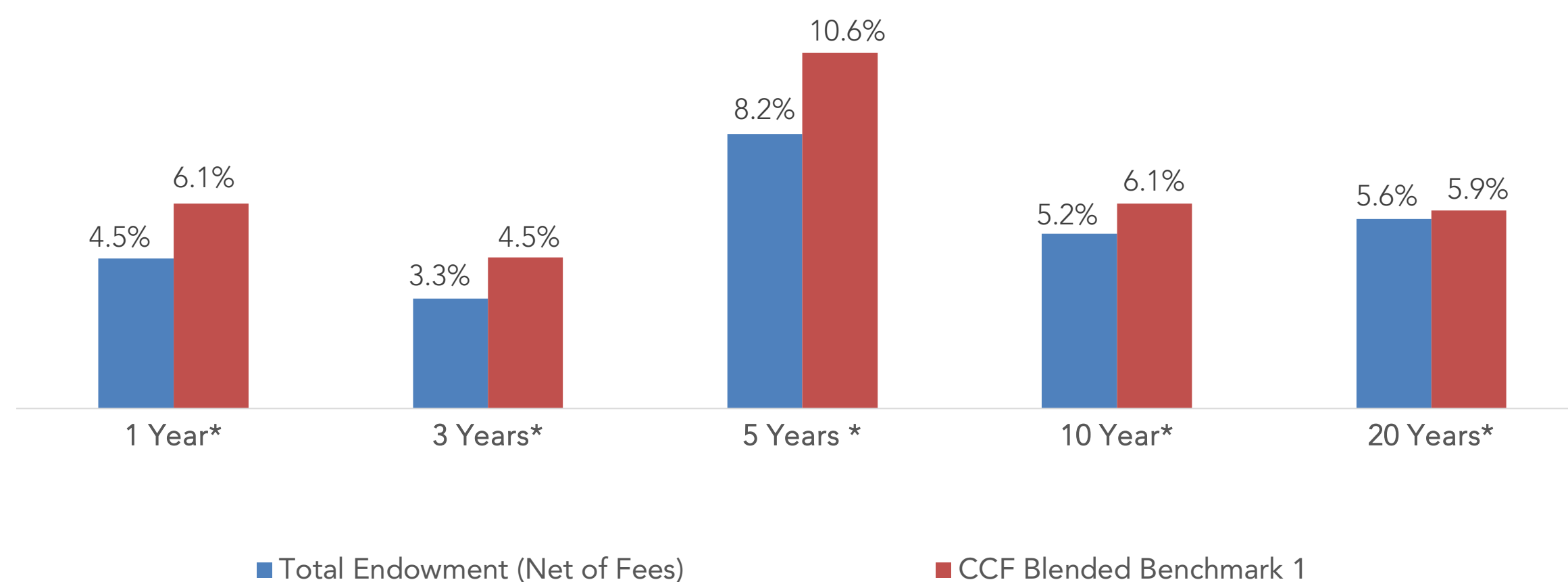
Pathstone (Aka Hall Capital Partners)

**Performance & Asset Allocation**

Performance for March 2025 was -2.21% <sup>(2,5)</sup>

Performance for the three months ended March 31, 2025 was -0.17%

CCF Total Endowment (net of fees) vs. Blended Benchmark <sup>(1)</sup>



Asset Class		% of Port	Long-Term Target Range <sup>(4)</sup>
Cash & Equivalent <sup>(3)</sup>	\$38	3.4%	0 - 5%
Fixed Income	\$133	11.5%	10 - 20%
Public Equities	\$513	44.6%	40 - 60%
Alternative Assets	\$126	10.9%	10 - 25%
Hybrid Investments	\$26	2.3%	0 - 10%
Private Investments	\$196	17.0%	10 - 20%
Real Assets	\$118	10.3%	5 - 10%
<b>Total Endowment Assets</b>	<b>\$1,150</b>	<b>100.0%</b>	

## Q1 2025 MARKET COMMENTARY

To start the year, US markets (S&P 500: -4.3% Q1) declined and global indices (MSCI ACWI: -1.3% Q1) were muted, largely due to increased economic concerns stemming from Trump policy actions. In April, the administration enacted materially higher and broader tariffs than anticipated. Although there has been a reprieve on reciprocal tariffs in the near-term, economic uncertainty, highlighted by a potential trade war with China, is high. Equity markets have continued to sell off and Treasury rates have risen.

Though it has been volatile, Q1 saw a broadening of market performance across geographies and within indices, providing a strong backdrop for active management. Notably, 60% of S&P 500 stocks outperformed the index's aggregate return, while many international markets, particularly China and Europe, significantly outperformed the US. In particular, Eurozone equities have had a comparatively strong start to 2025 (MSCI Europe: +4.5% YTD), driven primarily by increased defense spending and progress in the Financials sector, particularly among banks. Interestingly, even before April 2nd, the perceived winners and losers from Trump's election had largely reversed.

The Fed emphasized increased uncertainty around the economic outlook, altogether pointing to a highly fluid backdrop for rate cuts. The Fed also lowered its real GDP growth estimate for 2025 to 1.7% YoY, down from 2.1% in December 2024 while raising their PCE inflation estimates from 2.5% in December to 2.7% for 2025.

All-in yields remain compelling across public and private credit, even as recent spread widening—particularly in high yield—reflects renewed macro concerns tied to tariffs and softening growth expectations. Issuer bifurcation remains a core theme. These dynamics continue to favor active managers that have the flexibility to lean into segments where dispersion and dislocation are beginning to emerge from loan maturities and shifting bank participation.

## EP COMMENTARY

The total Endowment portfolio was down an estimated (-0.4%) through Q1 2025, which includes private investment marks that report on a lag and are held at zero for the latest quarter. Within fixed income, the EP performance was in line with the benchmark, +2.5% YTD. Across both cash and fixed income combined, we have increased this allocation over the last 4 months to maintain optionality amidst uncertain market circumstances.

Consistent with the market themes, domestic and global public equity managers have been the main detractors from the total portfolio. However, value-tilted, international and emerging managers contributed positive returns, bringing the total equities performance closer to the respective benchmark but still lagging 40 bps.

Looking forward, we maintain conviction that our actively managed equity managers are well positioned to outperform global indices over the long-term. In a period of extreme market volatility, the diversified portfolio of managers with different areas of focus and investment styles is set-up to protect on the downside and the underlying managers are focused on finding new opportunities in circumstances where companies may have traded off unjustifiably.

Hedge funds have outperformed their benchmarks in Q1, earning +0.7% as a group by taking advantage of still attractive base yields within the credit space and/or limited net exposure within long/short equity. Notably, Empyrean, one of the absolute return managers, has performed well in times of market uncertainty given its event-driven mandate, further accentuating the benefits of diversification and downside protection in the portfolio.

Although we foresee a muted environment in private markets as uncertainty may delay deal making, we have been slowly investing more dollars in private equity. We are excited about the private commitments, which are still relatively early in terms of duration. As stated above, private investments report on a lag and are therefore held at a 0% return for Q1'25. As we receive full Q1 reporting from managers, we expect returns for the overall EP to increase on the margin. Longer term, we believe this exposure will drive higher returns for the EP.

\* Represents Annualized Returns.

**Footnotes:**

1 – Total benchmark intended to roughly match CCF portfolio asset allocation with relevant constituent benchmarks. Current blended benchmark effective since 1/1/24.

Current blend: ML 3M T-Bills (3%), Barclays Agg. Bond Index (7.8%), Barclays 1-5Y Government-Credit Index (5.2%), MSCI ACWI (45%), Hedge Fund Blend (7.5% BofA ML High Yield, 3.75% ML 3-Month T- bills, 3.75% MSCI ACWI), Cambridge PE Index (9.8%), Cambridge VC Index (4.2%), Cambridge RE Index (7%), S&P Infrastructure Index (3%).  
CPI+5%.

CCF benchmark blends 7/1/21 to 12/31/23 : ML Treasury 1-3 (2%), Barclays Agg. Bond Index (18%), MSCI ACWI (50%), Hedge Fund Blend (7.5% BofA ML High Yield, 3.75% ML 3-Month T- bills, 3.75% MSCI ACWI), Cambridge PE Index (3.5%), Cambridge VC Index (1.5%), Cambridge RE Index (7%), S&P Infrastructure Index (3%).

CCF benchmark blends prior to 7/1/21: Total Fund Benchmark is a combination of: 48% MSCI ACWI - 2% Cambridge PE Index 1-Qtr Lag / 14% HFR FOF / 5% ODCE - 5% S&P Global Large Mid NR - 4% S&P Global Infrastructure / 9% Barc Agg. - 3% Barc 1-5 Yr. Gov/Cr - 3% Barc 0-5 Yr. US Treasury TIPs / 2% Barc High Yield - 2% S&P/LSTA Leveraged Loan - 3% JP Morgan EMBI Global Diversified.

2 – Performance is preliminary and at times estimated pending final reporting from all investments. Managers often report on substantial lags, particularly private illiquid investments. In the instances where we do not have actual or estimated performance for a manager, we default to a 0% performance. Investment performance is presented net of investment expenses, including fund manager incentive fees

3 – Includes cash in transit to or from investments. For example, 2/28 cash could include money that is being sent to an investment on 3/1

4 – Current portfolio allocations may be outside of strategic ranges as it can take substantial time to adjust investments to meet range goals. This is particularly true for private illiquid investments that call capital into strategies over time and typically necessitate multi-year periods to gain exposure for appropriate vintage diversification

5 – Investment expense ratio approximates weighted-average 1.16% excluding fund manager incentive fees.



**Fund Name** OCTA - Measure M2 Environmental Mitigation Program Fund  
**Fund Start Date** 2/28/2017  
**Investment Pool(s)** Endowment Pool

**FUND STATEMENT**

**OCTA - Measure M2 Environmental Mitigation Program Fund (V398)**

1/1/2025 - 3/31/2025

**Fund Summary**

	Report Period 1/1/2025 - 3/31/2025	Calendar YTD 1/1/2025 - 3/31/2025
<b>Opening Fund Balance</b>	\$32,674,489.46	\$32,674,489.46
Contributions	0.00	0.00
Investment Activity, net	(52,159.23)	(52,159.23)
Administration & Grant Management Fees	(83,893.31)	(83,893.31)
Net Changes to Fund	(136,052.54)	(136,052.54)
<b>Ending Balance</b>	<b>\$32,538,436.92</b>	<b>\$32,538,436.92</b>

**Investment Pool Performance as of 3/31/2025**

	1-Year	3-Years	5-Years	10-Years
<b>Endowment Pool</b>	4.5%	3.3%	8.2%	5.2%
<b>Social Impact Endowment Pool</b>	6.8%	6.2%	11.7%	7.9%
<b>Conservative Balanced Pool</b>	6.3%	4.5%	6.3%	4.8%
<b>Short Duration Bond Pool</b>	5.6%	2.8%	1.2%	1.7%
<b>Capital Preservation Pool</b>	5.1%	4.3%	2.7%	1.9%

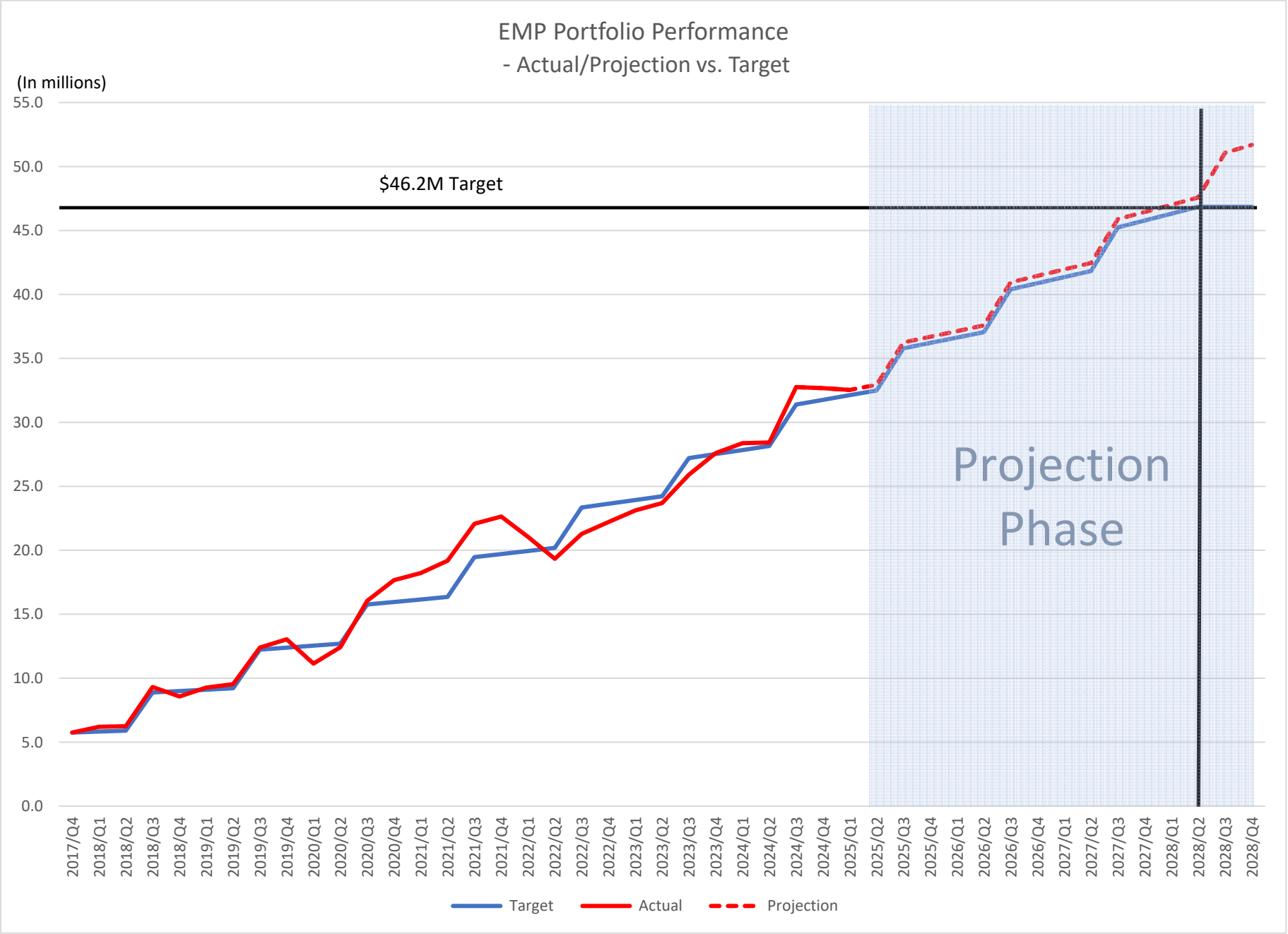
**Endowment Pool** - Invested for long-term growth and appreciation across multiple investment managers. It seeks to preserve the purchasing power of assets over an indefinite time horizon through long-term investment opportunities, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

**Social Impact Endowment Pool** - Invested in a diversified pool of equities and fixed income aiming to offer capital growth for long-term grantmaking. It seeks to preserve the purchasing power of assets over an indefinite time horizon by following a sustainable investing approach that combines rigorous financial, environmental, social and governance (ESG) analysis, while providing a relatively predictable and stable stream of distributions that keeps pace with inflation.

**Conservative Balanced Pool** - Invested to strike a balance between growth and liquidity by combining current income with an opportunity for moderate capital appreciation. It seeks to offer diversified exposure to fixed income with maturities from 1-5 years as well as the entire U.S. equity market for purposes of grantmaking over an intermediate horizon.

**Short Duration Bond Pool** - Invested to offer diversified exposure to fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon.


**Capital Preservation Pool** - Invested to meet the needs of funds with short-term grant objectives. It seeks to preserve principal and provide liquidity and working funds for present and future needs through investment in high-quality, short-term fixed income and cash instruments.





## COMMITTEE TRANSMITTAL

**June 23, 2025**

**To:** Members of the Board of Directors  
**From:** Andrea West, Clerk of the Board   
**Subject:** 405 Express Lanes Update for the Period Ending March 31, 2025

Finance and Administration Committee Meeting of May 28, 2025

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

**Committee Vote**

No action was taken on this item.

**Staff Recommendation(s)**

Receive and file as an information item.



**May 28, 2025**

**To:** Finance and Administration Committee

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

**Subject:** 405 Express Lanes Update for the Period Ending March 31, 2025

### **Overview**

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced operations on December 1, 2023. Over the last quarter, there were approximately 16.1 million transactions and 4.2 million trips generated on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending March 31, 2025.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project added one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and added an additional lane in each direction that combines with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes (405 EL). The 405 EL commenced operations on December 1, 2023.

Motorists using the 405 EL pay tolls using a transponder that automatically deducts the toll amount from a prepaid account. The transponder can be used on any California tolled facility through existing interoperability agreements.



### ***Discussion***

The sections below discuss various operational data and information for the 405 EL in greater detail.

#### **Transactions and Trips**

The total number of 405 EL transactions for the month of March 2025 totaled 5,854,589, which represents a daily average of 188,858 transactions. This is a 20.5 percent increase in transactions from the same period last year when transactions totaled 4,858,714. In looking at the 12-month period ending March 2025, transactions totaled 65.6 million. Traffic in the northbound direction accounted for 54.1 percent of the transactions and the southbound direction accounted for 45.9 percent.

The transactions corresponded to 1,529,352 trips or 49,334 average daily trips. This is a 16.5 percent increase in trips from the same period last year. In looking at the 12-month period ending March 2025, trips totaled 16.8 million.

The carpool percentage (two-person high-occupancy vehicles and three or more high-occupancy vehicles) for the period ending March 2025 was 23.2 percent.

#### **Gross Potential Toll Revenues (GPTR)**

GPTR is defined as the number of trips multiplied by the posted toll for that trip. GPTR will always exceed actual revenues (shown in the monthly report under the Financial Highlights section) because of violations, discounts, or unrecognizable license plates. GPTR results are utilized for the purpose of comparisons to the forecasted amounts for the 405 EL. For the month of March 2025, GPTR for the 405 EL was \$3,847,339, and for the 12-month period ending of March 2025, the amount totaled \$39,782,536.

#### **Toll Adjustments**

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the 405 EL for potential toll adjustments. Based on the traffic volumes and speeds on the 405 EL, toll adjustments were applied to several hours effective February 10, 2025. There were ten hours in total that reached the levels for a toll adjustment. The toll adjustment levels are based upon the number of lanes and volumes per hour. Eight hours were in the northbound direction and two were in the southbound direction. Toll rates were increased by \$1.30 and \$1.70 in these hours. As of the end of March 2025, toll rates for a full-length trip ranged from a minimum of \$2.55 to a maximum of \$19.90.



### Number of Accounts and Transponders

The number of active accounts on the 405 EL totaled 19,389 and 38,645 transponders were assigned to those accounts as of March 31, 2025. The largest concentration of accounts continues to be in the City of Long Beach.

### Outstanding Debt

As of March 31, 2025, the outstanding amount for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan totaled \$637.5 million. Debt service payments are not due on the TIFIA loan until December 2028 (five years after the substantial completion date of December 1, 2023). The TIFIA loan is rated “Baa2” by Moody’s.

### Operational Update

WSP USA Services Inc. (WSP) is the back-office system (BOS) and customer service center operations services provider for the 405 EL. Electronic Transaction Consultants, LLC. (ETC), as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. Since go-live in December 2023, staff, in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve outstanding issues. The team has been continuously working with the WSP/ETC team to further refine and implement other BOS and operations functionalities that are to be deployed in the upcoming months.

During the month of March 2025, some of the operational key performance indicators were not met. These include processing of transponder requests, payment processing, and processing customer refunds. The performance measures were not met due to a large payment received from a fleet service provider, which requires additional processing due to the complexity of multiple vehicles associated with the payment and other system issues. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

### Traffic and Revenue Forecast Update

Subsequent to the end of the March 2025 reporting period, OCTA received an updated 30-year traffic and revenue forecast from Stantec Inc., dated May 12, 2025. The updated forecast utilizes the actual data from the first year of operations to derive the 2025 forecast. The 2025 forecast provides a

conservative ramp-up period compared to the previous 405 EL forecast, which was developed in 2016. The 2025 forecast over the next five fiscal years (FY) generates \$336.4 million in toll revenues. That is approximately \$69.9 million lower than the 2016 forecast for the same five-year period. One reason for the lower ramp-up period has to do with changing travel patterns post-pandemic. In the current environment, commuters have more flexibility with their travel schedules to work. In addition, remote work policies are more prevalent today than they were in the pre-pandemic period. After FY 2041-42, the 2024-25 forecast surpasses the 2016 forecast on an annual basis and starts generating a higher revenue amount. The total toll revenue projected from FY 2025-26 through FY 2054-55 for the 2025 forecast equals \$4.6 billion, while the 2016 forecast totals \$4.4 billion.

### ***Summary***

The operational report for the 405 Express Lanes for the period ending March 31, 2025, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

### ***Attachments***

- A. 405 Express Lanes Status Report, March 2025
- B. OCTA 405 Express Lanes, T&R Forecast, 5/12/2025

**Prepared by:**



Kirk Avila  
General Manager,  
Express Lanes Programs  
(714) 560-5674



**Orange County Transportation Authority**

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Status Report  
March 2025

As of March 31, 2025

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## Table of Contents

OPERATIONS OVERVIEW .....	3
OCTA OPERATIONAL HIGHLIGHTS .....	5
FINANCIAL HIGHLIGHTS .....	6
CUSTOMER SERVICE CENTER ACTIVITIES .....	7
405 EXPRESS LANES TRANSPONDER DISTRIBUTION.....	7
NUMBER OF ACTIVE ACCOUNTS BY MONTH .....	8
KEY PERFORMANCE STATISTICS.....	9

# OPERATIONS OVERVIEW

Transactions on the 405 Express Lanes (405 EL) for March 2025 totaled 5,854,589, which represents a daily average of 188,858 transactions. Traffic in the northbound direction accounted for 54.1 percent of the transactions, and the southbound direction accounted for 45.9 percent. The total transactions corresponded to 1,529,352 trips. Gross potential toll revenue for March 2025 was \$3,847,339.

Month-to-date (MTD) and fiscal year-to-date (YTD) traffic and revenue data are summarized in the tables below. The following tables include traffic and revenue data, number of transactions, and associated gross potential revenue for the month of March 2025 and fiscal YTD for the months of July 2024 through March 2025.

## Current MTD as of March 31, 2025

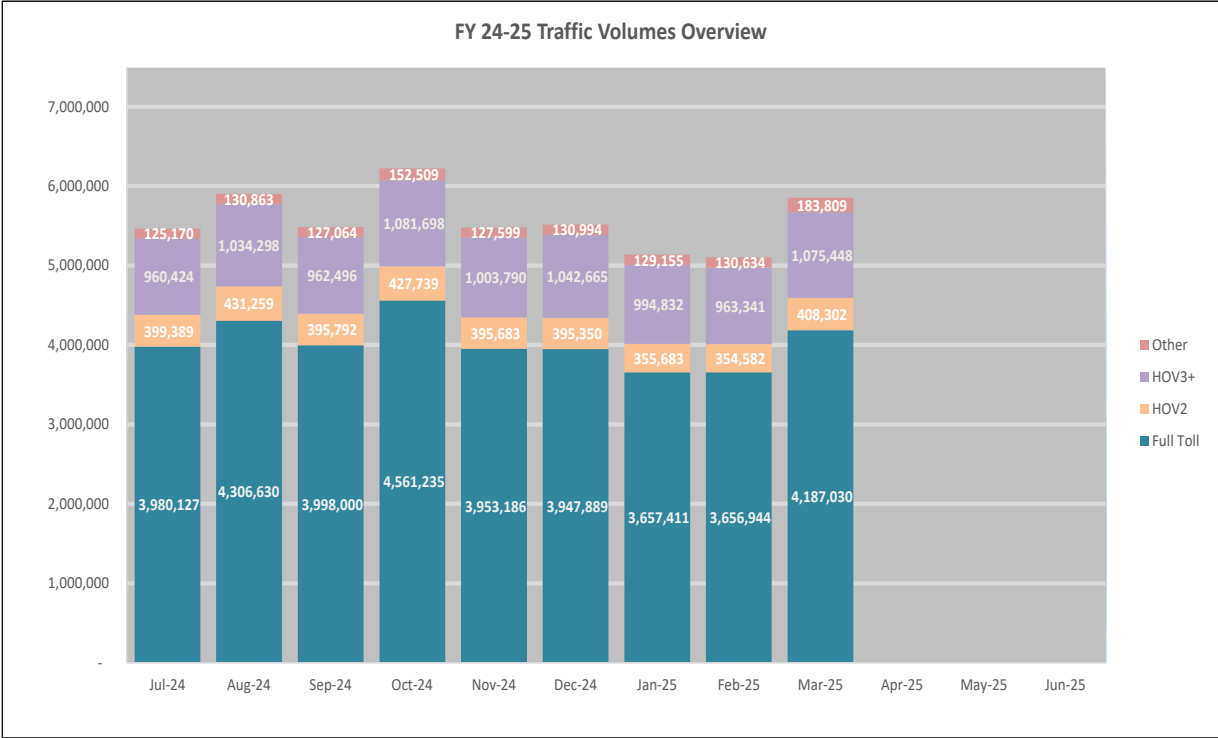
	Mar-25 MTD Actual	Mar-24 MTD Actual	Yr-to-Yr % Variance
<b>Transactions</b>			
Full Toll	4,187,030	3,650,944	14.7%
Two Persons High Occupancy Vehicle (HOV2)	408,302	359,260	13.7%
Three or More Persons High Occupancy Vehicle (HOV3+)	1,075,448	741,216	45.1%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	183,809	107,294	71.3%
Total Transactions	5,854,589	4,858,714	20.5%
<b>Trips</b>			
Full Toll	1,121,394	1,014,835	10.5%
Two Persons High Occupancy Vehicle (HOV2)	97,362	86,852	12.1%
Three or More Persons High Occupancy Vehicle (HOV3+)	258,249	179,517	43.9%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	52,347	31,459	66.4%
Total Trips	1,529,352	1,312,663	16.5%
<b>Revenue</b>			
Full Toll	\$ 3,558,328	\$ 2,486,116	43.1%
Special Rate (Clean Air Vehicles and Peak HOV2)	\$ 289,011	\$ 179,756	60.8%
Total Gross Potential Toll Revenue	\$ 3,847,339	\$ 2,665,872	44.3%

## Fiscal Year (FY) 2024-25 YTD as of March 31, 2025

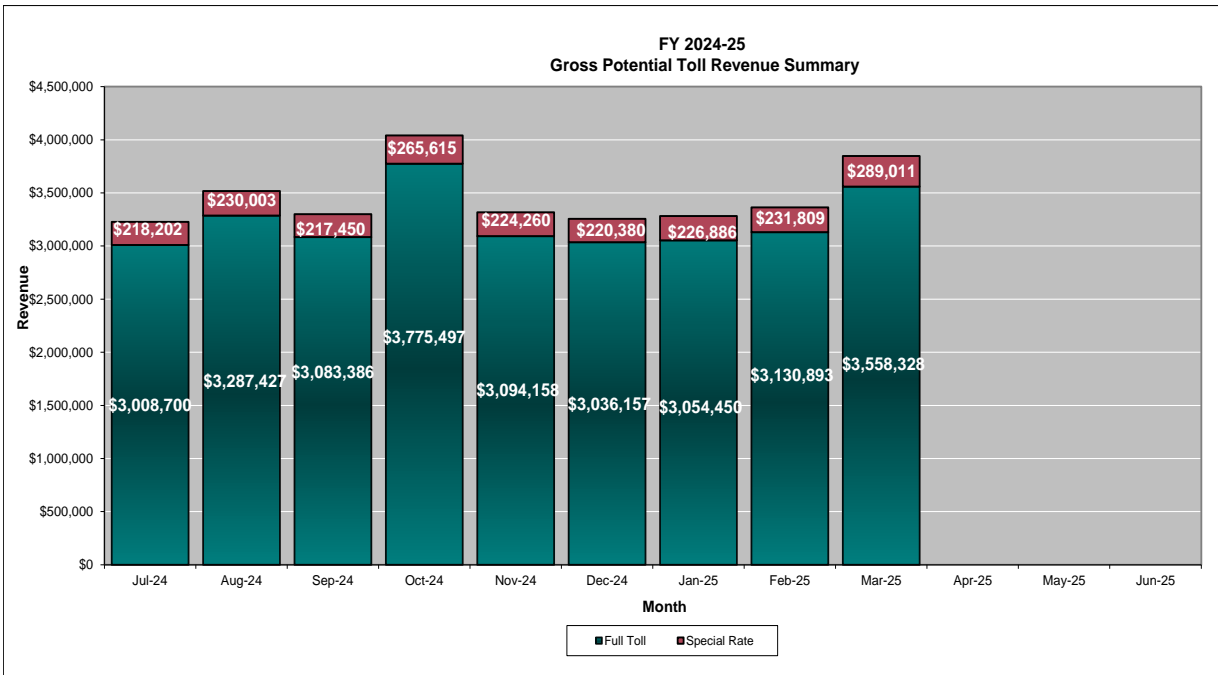
	FY 2024-25 YTD Actual
<b>Transactions</b>	
Full Toll	36,248,452
Two Persons High Occupancy Vehicle (HOV2)	3,563,779
Three or More Persons High Occupancy Vehicle (HOV3+)	9,118,992
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	1,237,797
Total Transactions	50,169,020
<b>Trips</b>	
Full Toll	9,502,168
Two Persons High Occupancy Vehicle (HOV2)	837,545
Three or More Persons High Occupancy Vehicle (HOV3+)	2,152,369
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	342,737
Total Trips	12,834,819
<b>Revenue</b>	
Full Toll	\$ 29,028,997
Special Rate (Clean Air Vehicles and Peak HOV2)	\$ 2,123,617
Total Gross Potential Toll Revenue	\$ 31,152,613

## 405 EXPRESS LANES TRANSACTIONS AND REVENUE SUMMARY

The chart below reflects the traffic volume breakdown between full toll transactions and special rate transactions for FY 2024-25 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and special rate trips for FY 2024-25 on a monthly basis.



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## OCTA OPERATIONAL HIGHLIGHTS

### On-Road Operations

OCTA Freeway Service Patrol responded to 96 calls during the month of March. Of those calls, 84 were to assist disabled vehicles, eight were in response to traffic hazards, and four were assisting with vehicle collisions in the 405 EL.

### 405 Express Lanes Back Office System Update

WSP USA Services Inc., (WSP) is the Back Office system (BOS) and customer service center operations services provider for the 405 EL. Electronic Transaction Consultants, LLC., (ETC) as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. In November 2023, the BOS and customer service center operations began operations and officially went live in December 2023. Since go-live, staff in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve outstanding issues. The team has been continuously working with the WSP/ETC team to further refine and implement other BOS and operations functionalities that are to be deployed in the upcoming months.

During the month of March 2025, some of the operational key performance indicators were not met. These include processing of transponder requests, payment processing, and processing customer refunds. The performance measures were not met due to an increase in large payments received from fleet service providers, which requires additional processing due to the complexity of multiple vehicles associated with the payment and other system issues. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

# FINANCIAL HIGHLIGHTS

## 405 Express Lanes Operating Statement

Description	YTD as of : <b>3/31/2025</b>		YTD Variance	
	Actual <sup>(1)</sup>	Budget <sup>(1)</sup>	Dollar \$	Percent (%)
<b>Operating revenues:</b>				
Toll Revenue	\$ 29,228,216	\$ 20,906,085	\$ 8,322,131	39.8
Fee Revenue	\$ 7,506,452	\$ 367,947	\$ 7,138,505	1,940.1
<b>Total operating revenues</b>	<b>\$ 36,734,668</b>	<b>\$ 21,274,032</b>	<b>\$ 15,460,636</b>	<b>72.7</b>
<b>Operating expenses:</b>				
Contracted Services	\$ 6,067,758	\$ 9,857,556	\$ 3,789,798	38.4
Administrative Fee	\$ 2,599,578	\$ 3,113,829	\$ 514,251	16.5
Other Professional Services	\$ 1,049,016	\$ 2,395,775	\$ 1,346,759	56.2
Credit Card Processing Fees	\$ 936,567	\$ 1,181,250	\$ 244,683	20.7
Toll Road Account Servicing	\$ -	\$ 337,003	\$ 337,003	100.0
Other Insurance Expense	\$ 36,147	\$ 223,647	\$ 187,500	83.8
Toll Road Maintenance Supply Repairs	\$ -	\$ 747,501	\$ 747,501	100.0
Patrol Services	\$ 1,015,619	\$ 900,000	\$ (115,619)	(12.8)
Building Equipment Repairs and Maint	\$ 2,220,713	\$ 2,007,922	\$ (212,791)	(10.6)
6C Transponders	\$ 6,700	\$ -	\$ (6,700)	N/A
Other Services	\$ 5,000	\$ 118,125	\$ 113,125	95.8
Utilities	\$ 33,578	\$ 159,264	\$ 125,686	78.9
Office Expense	\$ 545,327	\$ 742,500	\$ 197,173	26.6
Bad Debt Expense	\$ -	\$ -	\$ -	N/A
Miscellaneous <sup>(2)</sup>	\$ 12,723	\$ 44,000	\$ 31,277	71.1
Leases	\$ 358,282	\$ 420,003	\$ 61,721	14.7
<b>Total operating expenses</b>	<b>\$ 14,887,008</b>	<b>\$ 22,248,375</b>	<b>\$ 7,361,367</b>	<b>33.1</b>
Depreciation and Amortization <sup>(3)</sup>	\$ 11,108,659	\$ -	\$ (11,108,659)	N/A
<b>Operating income (loss)</b>	<b>\$ 10,739,001</b>	<b>\$ (974,343)</b>	<b>\$ 11,713,344</b>	<b>(1,202.2)</b>
<b>Nonoperating revenues (expenses):</b>				
Reimbursement from Other Agencies	\$ -	\$ -	\$ -	N/A
Interest Income	\$ 2,957,184	\$ -	\$ 2,957,184	N/A
Interest Expense <sup>(4)</sup>	\$ 1,511,522	\$ (12,354,900)	\$ 13,866,422	112.2
Other	\$ 9,085	\$ -	\$ 9,085	N/A
<b>Total nonoperating revenues (expenses)</b>	<b>\$ 4,477,791</b>	<b>\$ (12,354,900)</b>	<b>\$ 16,832,691</b>	<b>136.2</b>
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out <sup>(5)</sup>	\$ -	\$ (14,845,974)	\$ 14,845,974	100.0
<b>Net income (loss)</b>	<b>\$ 15,216,792</b>	<b>\$ (28,175,217)</b>	<b>\$ 43,392,009</b>	<b>(154.0)</b>

<sup>1</sup>Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

<sup>2</sup>Miscellaneous expenses include: Bank Service Charge, Travel, Mileage, Business Expenses

<sup>3</sup>Depreciation and amortization are not budgeted items.

<sup>4</sup>Positive interest expense resulted from Bond Anticipation Notes defeasance in FY23.

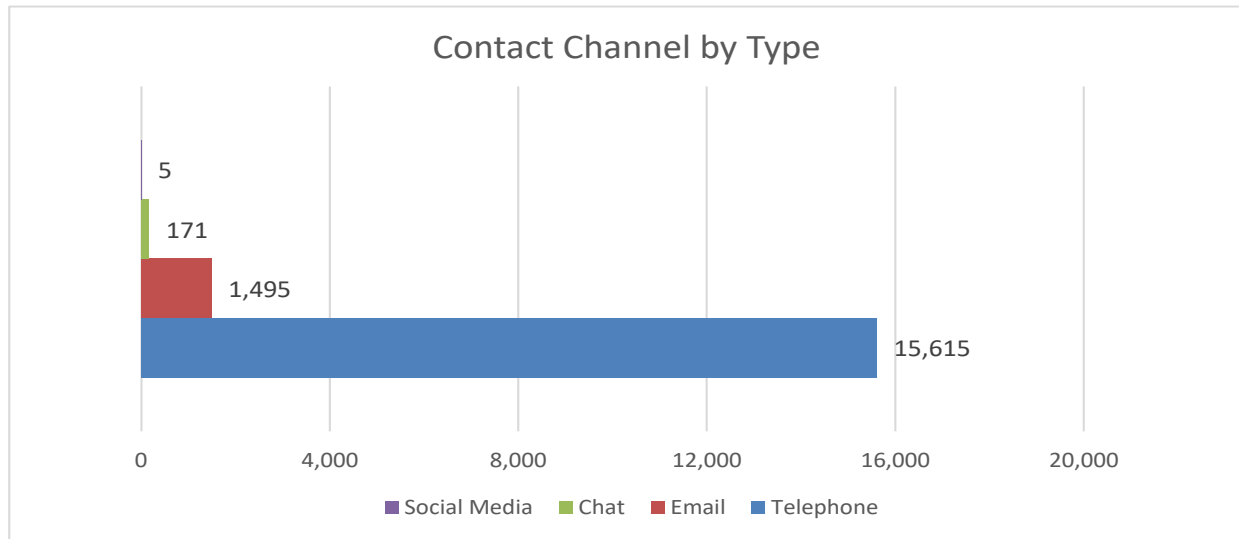
<sup>5</sup>Transfers Out budgeted for capital assets purchase.



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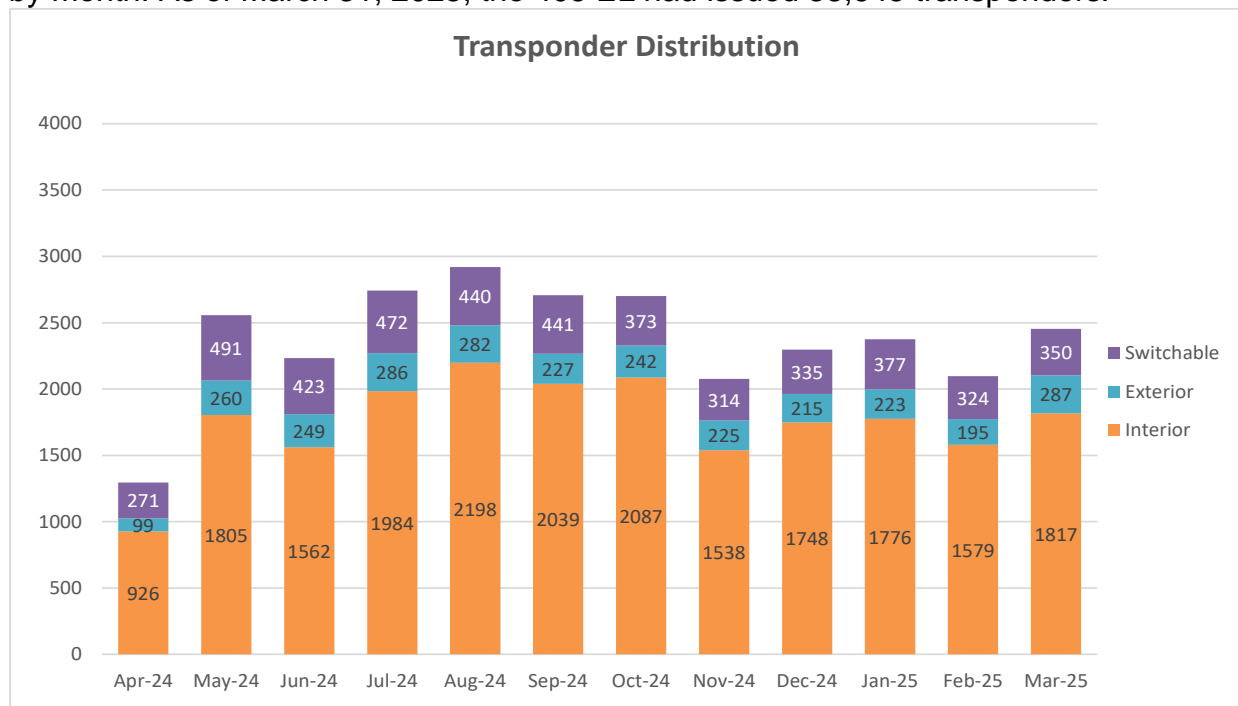
## CUSTOMER SERVICE CENTER ACTIVITIES

For the month of March, the customer service center received 17,286 contacts by various channels. The chart below depicts the number of contacts received by channel type.



## 405 EXPRESS LANES TRANSPONDER DISTRIBUTION

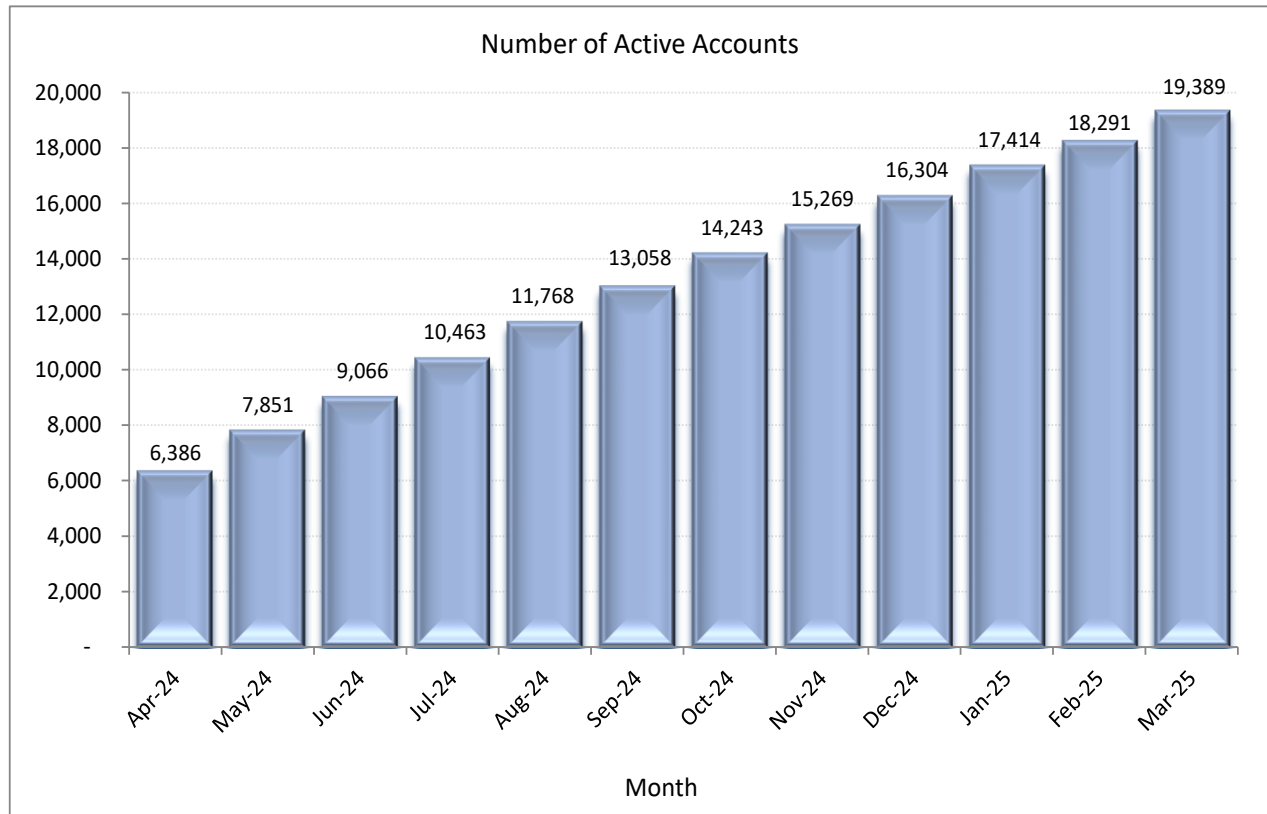
The chart below reflects the number and types of transponders issued by the 405 EL by month. As of March 31, 2025, the 405 EL had issued 38,645 transponders.



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## NUMBER OF ACTIVE ACCOUNTS BY MONTH

As of March 31, 2025, the 405 EL had 19,389 active customer accounts.



## KEY PERFORMANCE STATISTICS

The table below reflects the key performance statistics for the month of March 2025.

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MARCH 2025 PERFORMANCE
<b>Customer Service</b>		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	21 of 21 days met
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	21 of 21 days met
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.6651
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	21 of 21 days met
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	21 of 21 days met
	Per business day, in which 98% of cases are resolved within five (5) business days	21 of 21 days met
<b>Mail Performance</b>		
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	17 of 21 days met *
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	20 of 21 days met **
<b>Accounting</b>		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	0 of 21 days met ***

Each performance measure is assigned a non-compliance point value. Failure to meet the performance measure will result in the associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reached a specified threshold, the customer service invoice for the month will be adjusted by the corresponding penalty percentage.

\*The performance measure was not met due to a system issue that prevents some transponder orders from moving from the back-office system to the fulfillment application.

\*\*The performance measure was not met due to a large payment received from a Fleet Service Provider that required additional research and processing.

\*\*\*The performance measure was not met due to undelivered system functionality that prevents WSP from issuing check refunds during the required time frame.

Event	Year	Fiscal Year	EL Transactions*	Full Toll Transactions	HOV Free Transactions	Other Transactions (Discounted EV)	Average Toll	Gross Potential Toll Revenue (Nominal \$'s)	% Change, EL Txns	% Change FT Txns	% Change, HOV Free	% Change, Avg Toll	% Change, Revenue
Open 12/1/23	1	2024	32,108,055	26,300,512	4,932,501	875,042	\$0.54	\$17,278,035	-	-	-	-	-
	2	2025	67,731,000	53,594,000	12,345,000	1,792,000	\$0.63	\$42,700,000	110.9%	103.8%	150.3%	17.2%	147.1%
EV sunsets in Q2	3	2026	67,840,000	52,440,000	14,940,000	460,000	\$0.76	\$51,300,000	0.2%	-2.2%	21.0%	19.9%	20.1%
3rd full year	4	2027	68,870,000	53,780,000	15,090,000	0	\$0.88	\$60,900,000	1.5%	2.6%	1.0%	16.9%	18.7%
HOV2 full toll	5	2028	69,070,000	55,820,000	13,250,000	0	\$1.03	\$70,900,000	0.3%	3.8%	-12.2%	16.1%	16.4%
	6	2029	70,180,000	56,810,000	13,370,000	0	\$1.07	\$75,100,000	1.6%	1.8%	0.9%	4.2%	5.9%
I-5 ML, 105 ML, 55 GP	7	2030	69,900,000	56,680,000	13,220,000	0	\$1.12	\$78,200,000	-0.4%	-0.2%	-1.1%	4.5%	4.1%
	8	2031	70,980,000	57,640,000	13,340,000	0	\$1.17	\$83,300,000	1.5%	1.7%	0.9%	4.9%	6.5%
	9	2032	72,050,000	58,590,000	13,460,000	0	\$1.23	\$88,500,000	1.5%	1.6%	0.9%	4.7%	6.2%
	10	2033	73,120,000	59,540,000	13,580,000	0	\$1.28	\$93,700,000	1.5%	1.6%	0.9%	4.3%	5.9%
	11	2034	74,170,000	60,480,000	13,690,000	0	\$1.34	\$99,400,000	1.4%	1.6%	0.8%	4.6%	6.1%
	12	2035	75,230,000	61,420,000	13,810,000	0	\$1.40	\$105,400,000	1.4%	1.6%	0.9%	4.5%	6.0%
	13	2036	75,860,000	61,920,000	13,940,000	0	\$1.46	\$111,100,000	0.8%	0.8%	0.9%	4.5%	5.4%
	14	2037	76,490,000	62,410,000	14,080,000	0	\$1.53	\$117,000,000	0.8%	0.8%	1.0%	4.4%	5.3%
	15	2038	77,100,000	62,890,000	14,210,000	0	\$1.60	\$123,200,000	0.8%	0.8%	0.9%	4.5%	5.3%
	16	2039	77,730,000	63,380,000	14,350,000	0	\$1.67	\$129,600,000	0.8%	0.8%	1.0%	4.3%	5.2%
LA Metro 405 EL**	17	2040	79,910,000	65,140,000	14,770,000	0	\$1.75	\$139,500,000	2.8%	2.8%	2.9%	4.7%	7.6%
	18	2041	80,550,000	65,640,000	14,910,000	0	\$1.82	\$147,000,000	0.8%	0.8%	0.9%	4.5%	5.4%
	19	2042	81,170,000	66,130,000	15,040,000	0	\$1.91	\$154,800,000	0.8%	0.7%	0.9%	4.5%	5.3%
	20	2043	81,790,000	66,610,000	15,180,000	0	\$1.99	\$163,000,000	0.8%	0.7%	0.9%	4.5%	5.3%
	21	2044	82,410,000	67,100,000	15,310,000	0	\$2.08	\$171,700,000	0.8%	0.7%	0.9%	4.5%	5.3%
	22	2045	83,170,000	67,700,000	15,470,000	0	\$2.18	\$180,900,000	0.9%	0.9%	1.0%	4.4%	5.4%
	23	2046	83,810,000	68,200,000	15,610,000	0	\$2.26	\$189,600,000	0.8%	0.7%	0.9%	4.0%	4.8%
	24	2047	84,450,000	68,700,000	15,750,000	0	\$2.35	\$198,800,000	0.8%	0.7%	0.9%	4.1%	4.9%
	25	2048	85,090,000	69,200,000	15,890,000	0	\$2.45	\$208,300,000	0.8%	0.7%	0.9%	4.0%	4.8%
	26	2049	85,730,000	69,700,000	16,030,000	0	\$2.55	\$218,300,000	0.8%	0.7%	0.9%	4.0%	4.8%
	27	2050	86,370,000	70,200,000	16,170,000	0	\$2.65	\$228,700,000	0.7%	0.7%	0.9%	4.0%	4.8%
	28	2051	87,010,000	70,700,000	16,310,000	0	\$2.75	\$239,700,000	0.7%	0.7%	0.9%	4.0%	4.8%
	29	2052	87,650,000	71,200,000	16,450,000	0	\$2.86	\$251,000,000	0.7%	0.7%	0.9%	3.9%	4.7%
	30	2053	88,300,000	71,700,000	16,600,000	0	\$2.98	\$263,000,000	0.7%	0.7%	0.9%	4.0%	4.8%
	31	2054	88,940,000	72,200,000	16,740,000	0	\$3.10	\$275,500,000	0.7%	0.7%	0.8%	4.0%	4.8%
	32	2055	89,580,000	72,700,000	16,880,000	0	\$3.22	\$288,800,000	0.7%	0.7%	0.8%	4.1%	4.8%

\* Transactions are defined as the number of vehicles passing through each distinct segment. A northbound trip from 73 to 605 is 6-transactions. A trip from SR 22 to 405N is 3 transactions.

\*\* N. Terminus to 405 EL at LA County Line assumed to maintain 1-northbound EL when LA Metro project is built

EV – Electric vehicle

Q – Quarter

HOV – High occupancy vehicles

ML – Managed lanes

EL – Express Lanes

Txns - Transactions

GP - General-purpose lanes



# **405 Express Lanes Update**

## **for the Period Ending March 31, 2025**

# 405 Express Lanes and Access Points



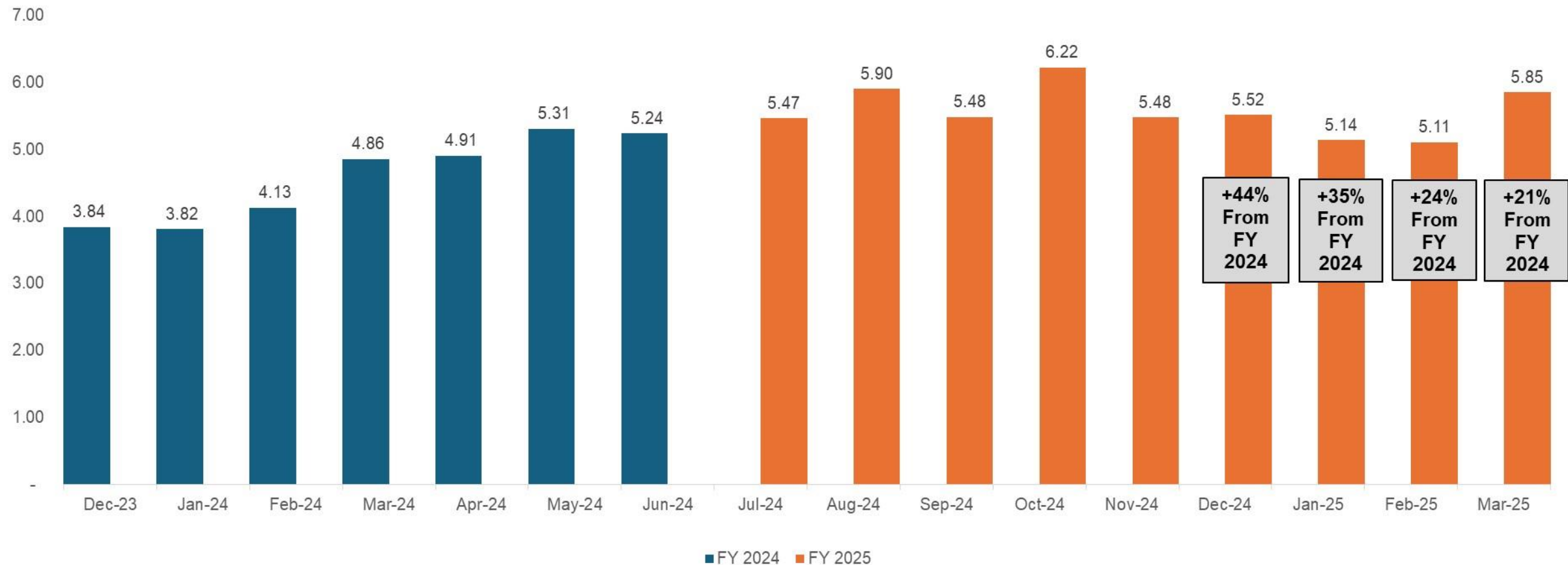
- Opened on December 1, 2023
- Two express lanes in each direction across 14-miles of Interstate 405
- Various access points along Interstate 405
- Tolls based on length of segments and demand
- Toll-free travel for various categories of vehicles

# Highlights

- Over the past 12 months:
  - Transactions totaled 65.6 million
  - Trips totaled 16.8 million
  - Toll revenues totaled \$39.8 million
- Transactions, trips, and toll revenues continue to grow
- Toll adjustments applied to several hours in February 2025
- Key performance index measures under the operating contract continue to improve
- Completed Operational Acceptance Testing and Final Acceptance for the Electronic Toll and Traffic Management lane system
- 405 Improvement Project has reduced travel times for all drivers

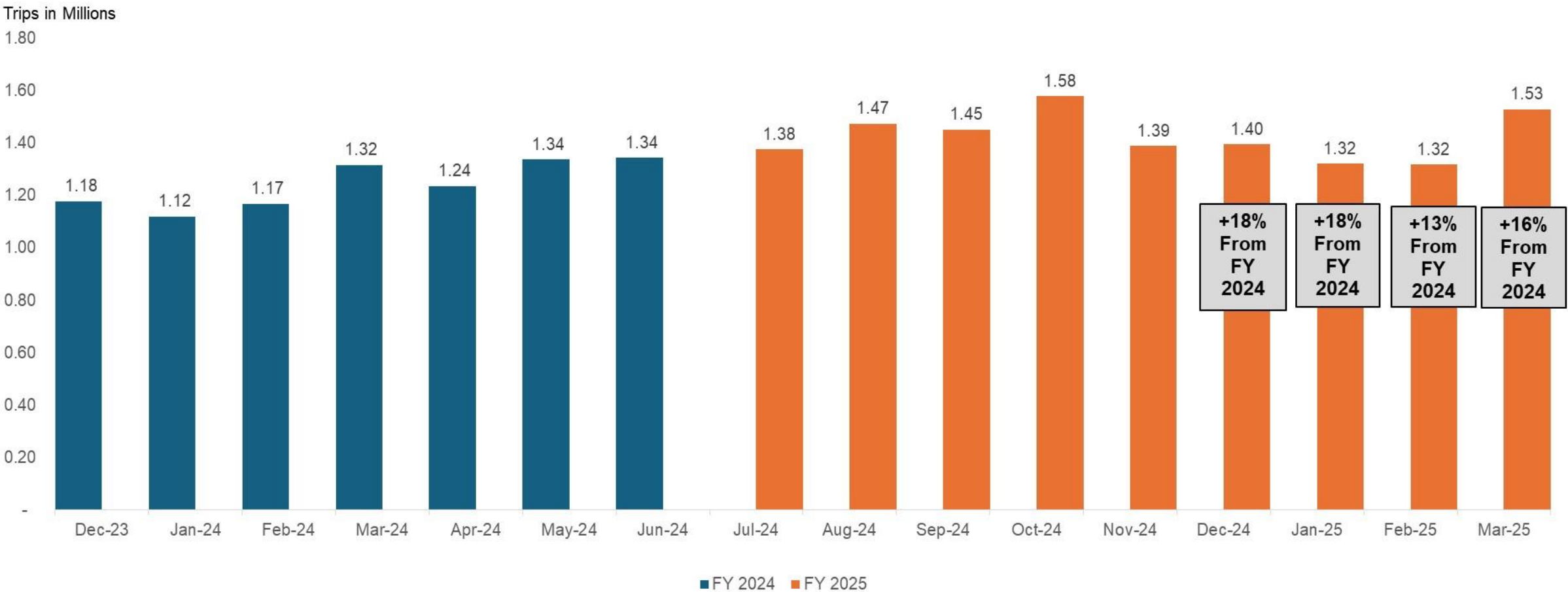
# Monthly Transactions Over the Past 16 Months

Transactions in Millions

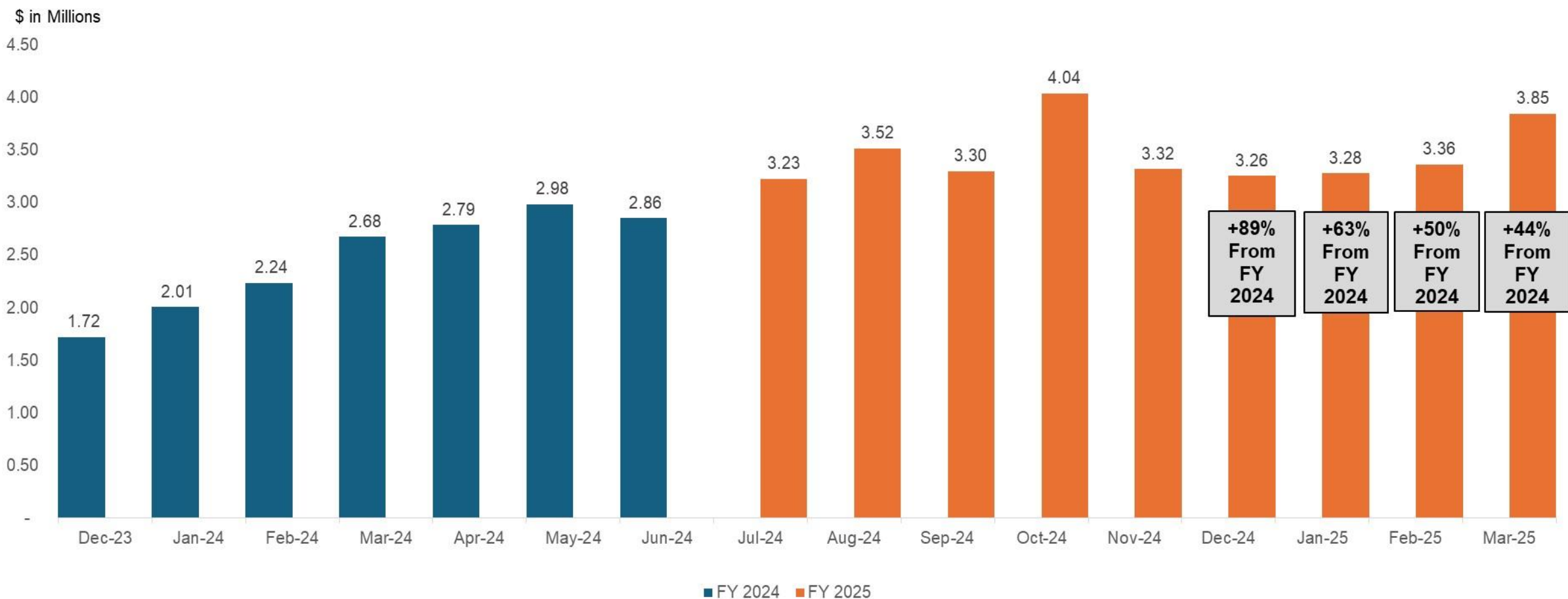




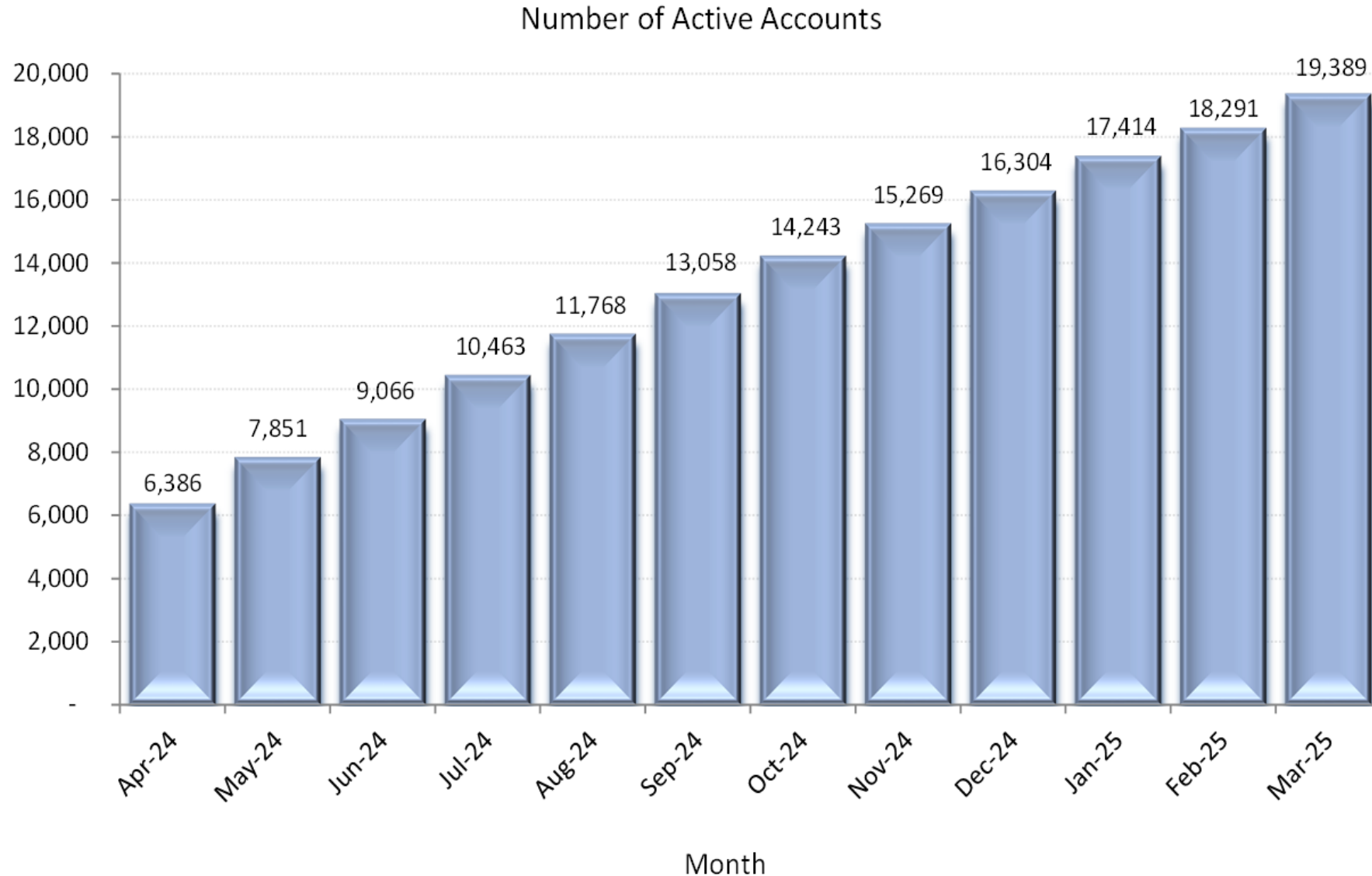
# Monthly Trip Growth



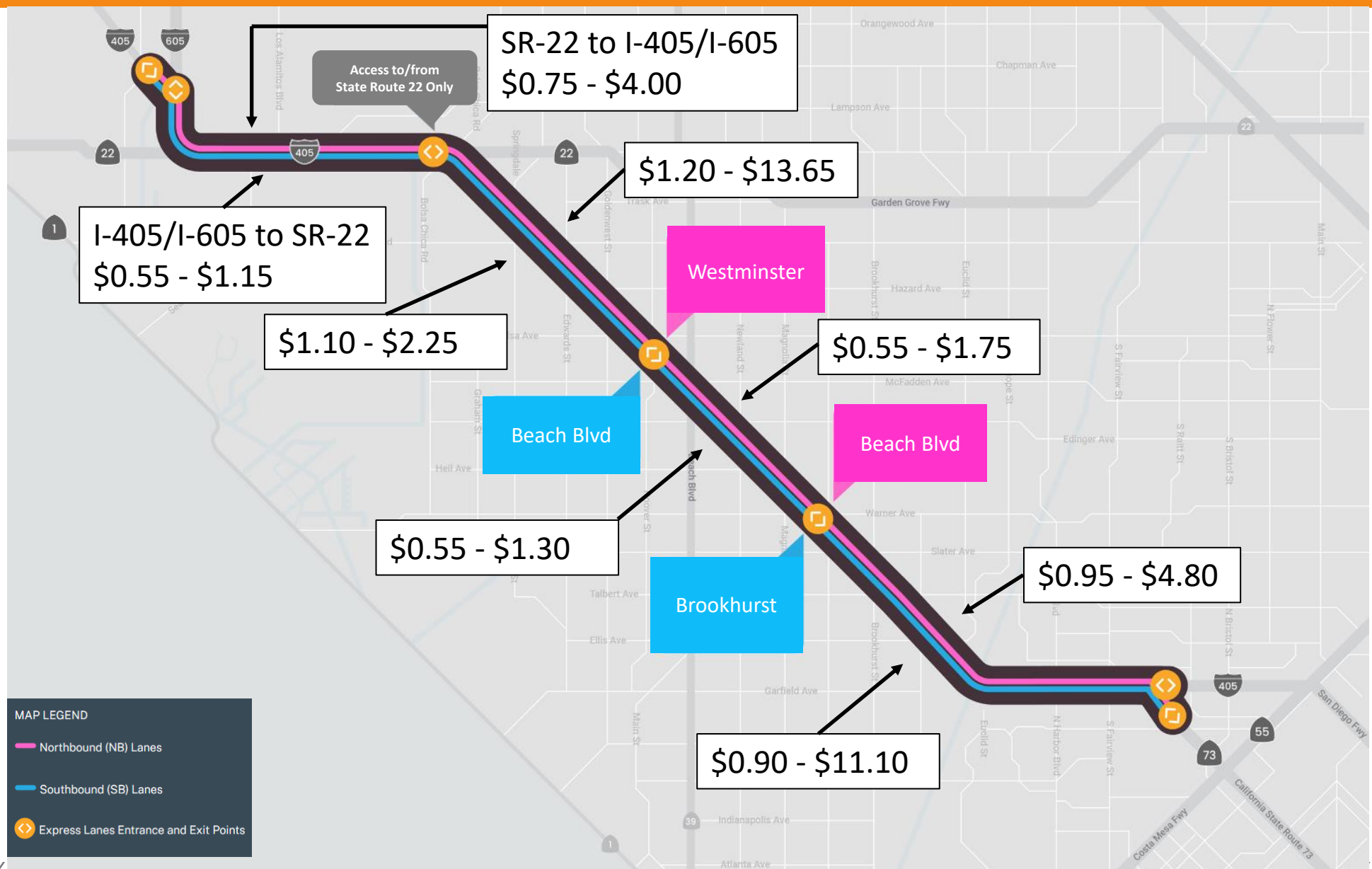
# Toll Revenues Meeting Expectations



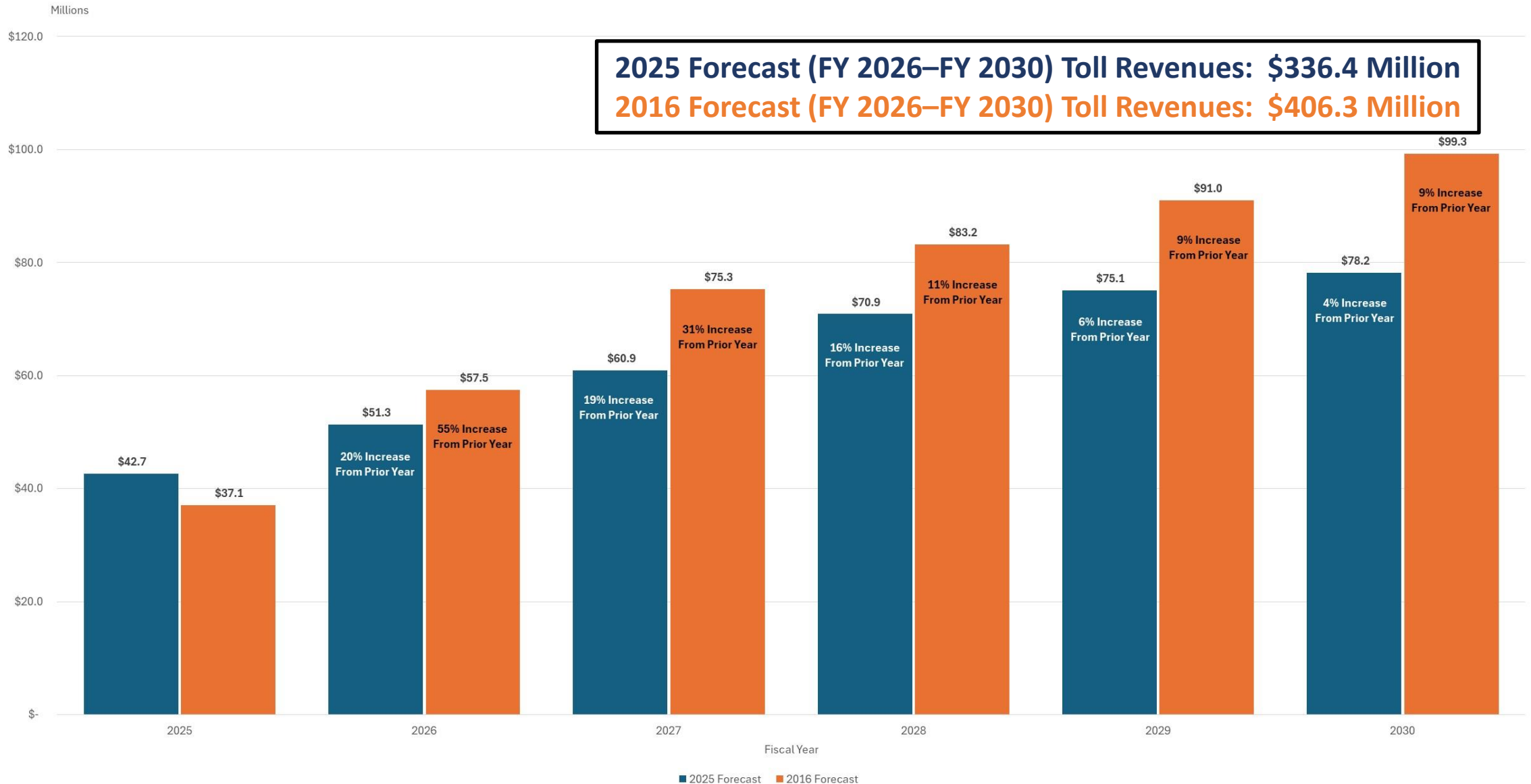
# Customer Account Growth



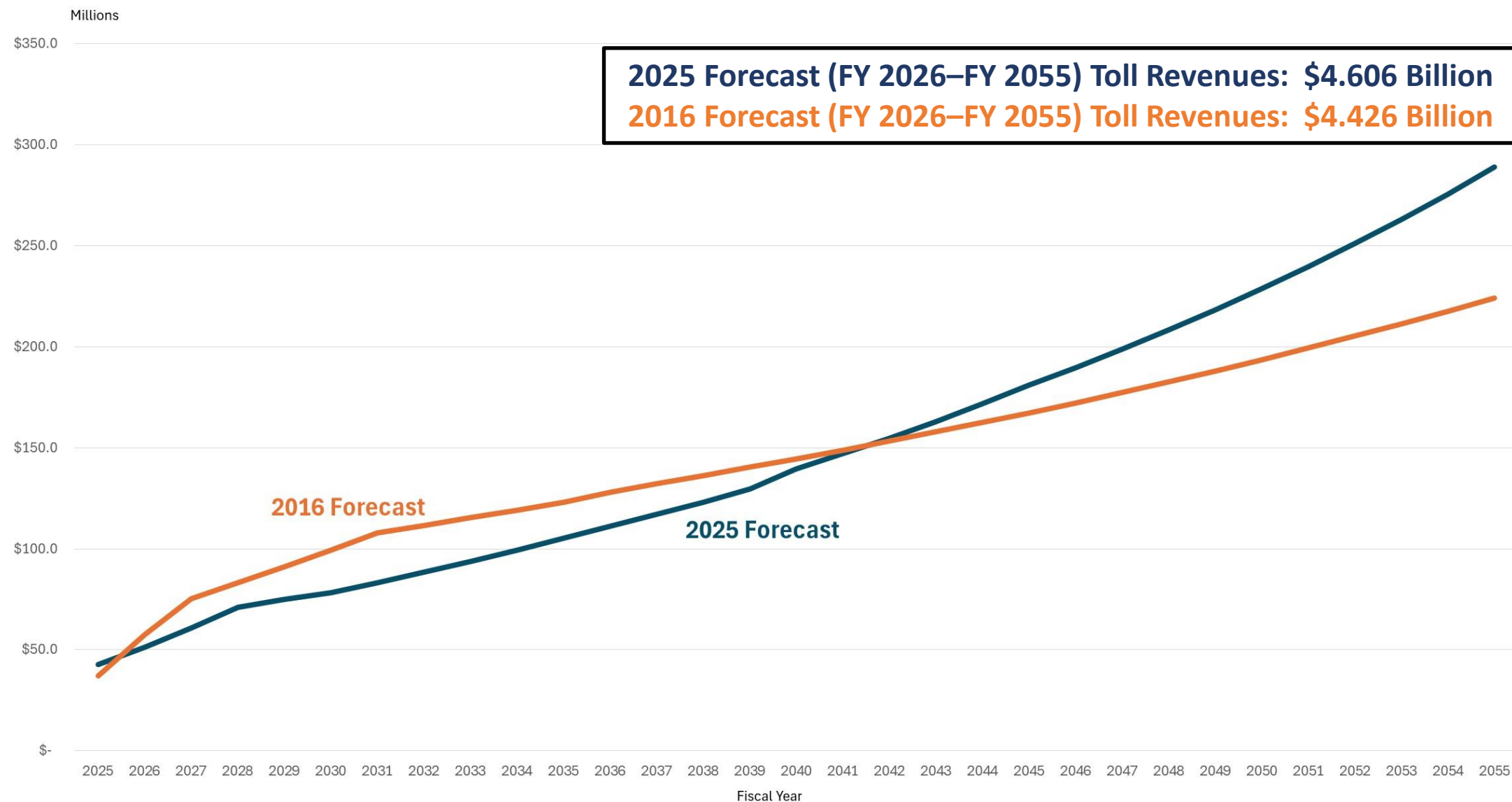
# Toll Rates By Segment - Effective 2/10/24



# Near-Term Look at Traffic & Revenue Forecast



# 30-Year Annual Forecast Comparison



# Next Steps

- Continue to make necessary adjustments to toll rate schedules to help ensure free-flow traffic
- Incorporate traffic and revenue forecast into financial plans and update financial models
- Complete Final Acceptance for the 405 Improvement Project
- Commence regular maintenance services with Caltrans