Orange County Transportation Authority

Board Agenda
Monday, June 22, 2026 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

Written Comment

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

Call to Order

Invocation Director

Director Janet Nguyen

Pledge of Allegiance

Director Tam T. Nguyen

1. Closed Session

Clerk of the Board

Overview

A Closed Session is scheduled as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Dina Cruz De Leon v. Orange County Transportation Authority, OCSC Case No. 30-2024-01405303.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

2. Presentation of Resolutions of Appreciation for Employees of the Month

Overview

Present Orange County Transportation Authority Resolutions of Appreciation Nos: 2026-054, Elizabeth Lopez, Coach Operator, 2026-055, Gustavo Amezcua, Maintenance, and 2026-056, Anthony Rodriguez, Administration, as Employees of the Month for June 2026.

Orange County Local Transportation Authority Special Calendar Matters

3. 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 2026, and a public lottery is now required to appoint members to fill vacancies in the Second and Third 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 Second and Third Supervisorial Districts should be drawn from the list of recommended finalists submitted by the Grand Jurors' Association of Orange County.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E

Consent Calendar (Items 4 through 26)

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

4. Approval of Minutes
Clerk of the Board

Recommendation(s)
Approve the minutes of the June 8, 2026, Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

Minutes

5. Ralph M. Brown Act Compliance, Internal Audit Report No. 26-512

Gabriel Tang/Janet Sutter

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of compliance with the Ralph M. Brown Act. Based on the audit, the Orange County Transportation Authority complies with Ralph M. Brown Act requirements; however, one recommendation was made to management to retain evidence of compliance with physical posting requirements.

Recommendation(s)

Direct staff to implement one recommendation provided in Ralph M. Brown Act compliance, Internal Audit Report No. 26-512.

Attachments:

Transmittal

Staff Report

Attachment A

6. 91 Express Lanes Update for the Period Ending - March 31, 2026

Kirk Avila/Anthony Rodriguez

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. During the month of March 2026, approximately 1.94 million trips were taken, and over 5.34 million trips were made during the first quarter of calendar year 2026 on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal

Staff Report

Attachment A

Attachment B

7. 405 Express Lanes Update for the Period Ending - March 31, 2026

Kirk Avila

Overview

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced on December 1, 2023. During the month of March 2026, transactions increased 14.3 percent while trips grew by 8.4 percent on the 405 Express Lanes. For the quarter-ending March, transactions totaled 18.0 million and trips were 4.5 million. This report focuses on the operational and financial activities for the period ending March 31, 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal

Staff Report

Attachment A

8. Annual Update to Investment Policy

Robert Davis/Andrew Oftelie

Overview

The Treasurer is presenting the Orange County Transportation Authority's Proposed Fiscal Year 2026-27 Investment Policy. The governing body of a local agency is required to annually renew the delegation of authority for the Treasurer to invest, reinvest, purchase, exchange, sell, or manage public funds for a period of one year. Additionally, and as recommended under California Government Code Section 53646(a)(2), the Orange County Transportation Authority is submitting its Proposed Fiscal Year 2026-27 Investment Policy to be reviewed at a public meeting.

Recommendation(s)

A. Adopt the Fiscal Year 2026-27 Investment Policy, effective July 1, 2026.

B. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2026-27.

Attachments:

Transmittal

Staff Report

Attachment A

Attachment B

9. Orange County Transportation Authority Investment and Debt Programs Report - April 2026

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, 2026. 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

10. Third Quarter Fiscal Year 2025-26 Procurement Status Report

Pia Veesapen/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 during the third quarter of fiscal year 2025-26, from January 1, 2026, through March 31, 2026, that was approved by the Board of Directors. The third quarter procurement status report also projects future procurement activity for the fourth quarter as identified in the fiscal year 2025-26 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

11. Fiscal Year 2025-26 Third Quarter Budget Status Report
Victor Velasquez/Andrew Oftelie

Overview
Orange County Transportation Authority staff have implemented the fiscal year 2025-26 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the third quarter of fiscal year 2025-26.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A

12. Fiscal Year 2025-26 Third Quarter Grant Reimbursement Status Report
Sam Kaur/Andrew Oftelie

Overview
The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the third quarter of fiscal year 2025-26, covering January through March 2026.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

13. State Legislative Status Report
Clara Brotcke/Kristin Jacinto

Overview
The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its programs, projects, and operations. A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. This report also includes an update on the Cap-and-Invest Program, including amendments adopted by the California Air Resources Board, actions taken by the Legislature, and ongoing advocacy for continued investment in transportation programs traditionally covered by Cap-and-Invest revenues.

Recommendation(s)

Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would reform and streamline the Low Carbon Transit Operations Program by expanding flexibility for eligible expenditures and reducing administrative requirements.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

14. Federal Legislative Status Report
Clara Brotcke/Kristin Jacinto

Overview
The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal surface transportation reauthorization efforts, including the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act and the House Transportation and Infrastructure Committee's proposal to reauthorize federal surface transportation programs following the expiration of the Infrastructure Investment and Jobs Act. The report also provides an overview of the fiscal year 2027 Transportation, Housing and Urban Development and ongoing efforts to address the distribution of Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding within the Southern California Association of Governments' region.

Recommendation(s)
Receive and file as an information item.

Attachments:

Transmittal
Staff Report
Attachment A
Presentation

15. Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms
Clara Brotcke/Kristin Jacinto

Overview
The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and the United States Congress, beginning in 2027. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation(s)

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

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

16. Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

Kristin Jacinto/Pia Veesapen

Overview

Staff is requesting Orange County Transportation Authority Board of Directors' approval to release a request for proposals for state legislative advocacy and consulting services for a term beginning January 1, 2027, following the expiration of the current contract on December 31, 2026, and coinciding with the 2027-28 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendation(s)

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250342 for selection of a firm to provide state legislative advocacy and consulting services.

B. Approve the release of Request for Proposals 250342 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.

C. Approve the evaluation committee and proposed schedule for the procurement.

Attachments:

Transmittal
Staff Report
Attachment A

17. Amendment to Agreement for Federal Legislative Advocacy and Consulting Services

Kristin Jacinto/Pia Veesapen

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC for federal legislative advocacy and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2027, through December 31, 2028.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 between the Orange County Transportation Authority and Potomac Partners DC to exercise the first option term of the agreement in the amount of $540,000, for federal legislative advocacy and consulting services through December 31, 2028. This will increase the maximum obligation of the agreement to a total contract value of $1,080,000.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B

18. 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects

Victor Mireles/Rose Casey

Overview

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities Program offers grant opportunities to nonprofit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The program provides funding to augment existing OC Bus fixed-route service, OC ACCESS service, and the Senior Mobility Program in Orange County. Board of Directors' approval of updated program guidelines for the 2026 call for projects and issuance of the call for projects is requested.

Recommendation(s)

A. Approve the guidelines for the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

B. Authorize staff to issue the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program call for projects.

Attachments:

Transmittal
Staff Report
Attachment A

Orange County Transit District Consent Calendar Matters

19. Approval to Release Invitation for Bids for Lot Sweeping Services
Cliff Thorne/Johnny Dunning, Jr.

Overview
The Orange County Transportation Authority has developed an invitation for bids to initiate a competitive procurement process for lot sweeping services at Orange County Transportation Authority facilities. Board of Directors' approval to release Invitation for Bids 250223 is requested.

Recommendation(s)
Approve the release of Invitation for Bids 250223 to perform lot sweeping services for a three-year initial term and one, two-year option term.

Attachments:

Staff Report
Attachment A

20. Amendments to Cooperative Agreements with Agencies Participating in the Senior Mobility Program
Jack Garate/Johnny Dunning, Jr.

Overview
The Measure M2 Senior Mobility Program provides funding to eligible cities and designated nonprofit agencies to provide transit services that meet the mobility needs of their senior communities.

Cooperative agreements with 32 participating cities and three nonprofit agencies participating in the Senior Mobility Program will expire June 30, 2026. To continue providing funding to support Senior Mobility Program services, amendments are required to exercise the option term of the agreements for an additional five years, through June 30, 2031.

Amendments to the cooperative agreements with the three participating nonprofit agencies are required to allocate funding for fiscal year 2026-27 and ensure continuation of services.

Recommendation(s)
A. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with 32 cities participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

B. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the three nonprofit agencies participating in the

Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of $99,431, to provide funding through June 30, 2027.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 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 $122,243, to provide funding through June 30, 2027.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of $107,485, to provide funding through June 30, 2027.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

21. Amendments to Cooperative Transit Agreements for the Provision of Special Transit Services

Jack Garate/Johnny Dunning, Jr.

Overview

The Orange County Transportation Authority contracts with five community-based service agencies to provide transportation to OC ACCESS eligible riders attending program activities.

On June 23, 2025, the Board of Directors approved five-year cooperative agreements with each of the five agencies, which require annual amendments to adjust the per-trip reimbursement rate and maximum funding obligations. Board of Directors' approval is requested to amend the cooperative agreements to continue transportation services for OC ACCESS eligible riders.

Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 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 to continue transportation services in the amount of $114,169.20 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027.

There is no increase to the maximum obligation of the agreement.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center to continue transportation services in the amount of $123,327.30 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, to continue transportation services in the amount of $294,794.70, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $1,043,763.70.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of $340,478.40, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $1,219,570.40.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 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, to continue transportation services in the amount of $1,770,904.20, to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $5,107,518.20.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E

22. Award for the Purchase of Compressed Natural Gas Fuel Tank Kits

Cliff Thorne/Johnny Dunning, Jr.

Overview

On March 23, 2026, the Orange County Transportation Authority Board of Directors approved the release of an Invitation for Bids for the procurement of compressed natural gas fuel tank kits. As a result, a bid was received and evaluated from a qualified vendor. Board of Directors' approval is requested to purchase up to 48 compressed natural gas fuel tank kits for 40-foot buses to extend their useful life.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of $2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Attachments:

Transmittal
Staff Report

23. August 2026 OC Bus Service Change

Eric Hoch/Rose Casey

Overview

The proposed August 2026 OC Bus service change implements changes consistent with the Orange County Transportation Authority's regular service change process. These changes will result in minor route alignment adjustments, updated schedules, and improved service reliability. Schedule refinements 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
Attachment C

Orange County Local Transportation Authority Consent Calendar Matters

24. Amendment to Agreements for the OC Streetcar Project

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is currently underway with the implementation of the OC Streetcar Project. Staff is seeking Board of Directors' approval for contract amendments for program management consultant services, construction management consultant services, operations and maintenance services, and vehicle manufacturing to support the delivery of the OC Streetcar Project.

Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of $4,203,298, and extend the agreement term through June 30, 2027, for continued program management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $53,503,298.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 27 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of $4,911,485, and extend the agreement term through June 30, 2027, for continued construction management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $54,099,089.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of $3,622,696, to align the start-up and pre-revenue service contract terms with the revised project schedule for operations and maintenance services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $63,112,418.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of $3,051,300, and extend the agreement term through July 14, 2028, for storage of vehicles and spare parts, special tools and test equipment, project extension, and additional design and integration services for a computer-aided dispatch and automatic vehicle location system. This will increase the maximum cumulative obligation of the agreement to a total contract value of $57,945,077.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C
Attachment D

25. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2026

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 the Measure M2 Freeway Program. 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

26. Agreement for Public Outreach Consultant Services for Rail Capital Projects

Calina North/Maggie McJilton

Overview

On January 26, 2026, the Orange County Transportation Authority released a request for proposals for public outreach consultant services for rail capital projects. Board of Directors' approval is requested to execute an agreement for these services.

Recommendation(s)

A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach consultant services for rail capital projects.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of $800,610, for a four-year initial term with an option term of up to 24 months to provide public outreach consultant services for rail capital projects.

Attachments:

Transmittal
Staff Report
Attachment A
Attachment B
Attachment C

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

27. Term Sheet Agreement with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Katie Persons/Rose Casey

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. The study was initiated in early February and is anticipated to be completed in November. To support continued coordination, the Orange County Transportation Authority and the City of Newport Beach are developing a proposed non-binding term sheet establishing a framework for future project development if a feasible relocation alternative is mutually identified.

Recommendation(s)

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Attachments:

Transmittal
Staff Report
Attachment A
Presentation

28. Amendment to the Agreement for the Newport Transportation Center Relocation Feasibility Study

Katie Persons/Rose Casey

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. On January 28, 2026, a contract with HDR Engineering, Inc. was executed to perform the study. An amendment to the existing agreement is needed to provide additional planning support services to expand the study scope, including evaluation of additional potential relocation sites to support a broader, system-level analysis of long-term transit needs.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C250111 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of $350,000, for additional planning services related to the potential relocation of the Newport Transportation Center. This will increase the maximum cumulative obligation of the contract to a total contract value of $846,635.

Attachments:

Transmittal
Staff Report
Attachment A

Discussion Items

29. Newport Transportation Center Relocation Feasibility Study Update

Katie Persons/Rose Casey

Overview

At the request of, and in partnership with, the City of Newport Beach, the Orange County Transportation Authority is conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. This presentation will provide an update on the progress of the Newport Transportation Center Relocation Feasibility Study.

Attachments:

Presentation

30. Public Comments

31. Chief Executive Officer's Report

32. Directors' Reports

33. Adjournment

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

9:30 a.m., on Monday, July 27, 2026

OCTA Headquarters
Board Room
550 South Main Street
Orange, California

OCTA

June 22, 2026

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 2026, and a public lottery is now required to appoint members to fill vacancies in the Second and Third 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 Second and Third 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, 2026, the terms of two 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 Second and Third Supervisorial Districts (Attachment B).

The Panel concluded the recruitment process to fill the two 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 placed in the Orange County Register, Người Việt, and El Clasificado, and an article was featured in the American Automobile Association Westways magazine. Additionally, postings were shared across OCTA's social media platforms, supported by targeted advertisements on Facebook, X, Instagram, LinkedIn, and Nextdoor to reach residents in the Second and Third Supervisorial Districts. Announcements were also distributed to media outlets, cities, and elected officials, while flyers were shared at community events. Information was provided to local civic organizations and professional associations such as the Orange County Business Council, Orange County Taxpayers Association, and Chambers of Commerce for inclusion in their newsletters and social media channels. Additionally, outreach extended to local colleges and universities to share with graduate students, alumni, and veterans' services centers.

The Panel reviewed 29 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, 15 interviews were conducted by the Panel to gain as much insight as possible into the most qualified candidates.

The Panel is recommending 9 candidates for possible membership on the committee: 4 from the Second Supervisorial District and 5 from the Third Supervisorial District (Attachment E).

At the June 22, 2026 OCTA Board of Directors meeting, the Chair will select two names by lottery to fill the vacant positions. The two new members will begin serving their terms in July 2026. 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: Monica Shin – Second Supervisorial District and Michael Neben – Third Supervisorial District.

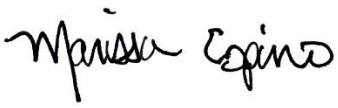
Summary

The Panel has completed its recruitment for two open positions on the TOC for the Second and Third 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 2025-26
B. Measure M2 Taxpayer Oversight Committee 2026 Recruitment Schedule Supervisorial Districts Two and Three
C. Grand Jurors' Association of Orange County Taxpayer Oversight Committee Selection Panel 2026
D. 2026-27 Taxpayer Oversight Committee Application
E. Measure M2 Taxpayer Oversight Committee 2026 Finalists

Prepared by:



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

Approved by:



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

ATTACHMENT A

Measure M2
Taxpayer Oversight Committee Members
Fiscal Year 2025-26

District	Name	Term	Expiration
1	David Malmad	3 Years	2028
1	Clayton D. King	3 Years	2027
2	Monica Shin	3 Years	2026
2	James Fuchs	3 Years	2027
3	Michael Neben	3 Years	2026
3	Charles Jackson	3 Years	2028
4	James Evans	3 Years	2027
4	Jeffrey S. Ogden	3 Years	2028
5	Robert Dorneman	3 Years	2027
5	Patrick Purington	3 Years	2028
	Andrew Hamilton: Orange County Auditor-Controller		Required by M2* Ordinance

M2 – Measure M2

ATTACHMENT B

MEASURE M2 TAXPAYER OVERSIGHT COMMITTEE
2026 RECRUITMENT SCHEDULE
SUPERVISORIAL DISTRICTS TWO AND THREE

Jan 20	Website updated with 2026 recruitment content and application
Jan 26	Planning meeting with Grand Jurors' Association of Orange County (GJAOC) Selection Panel
Feb 9 - May 9	First social media posts (Facebook, Instagram, X, LinkedIn & Nextdoor) and paid advertisements Bi-weekly item in the Orange County Transportation Authority's (OCTA) On the Move blog Monthly call with GJAOC on recruitment status/weekly recap emails Posted on Orange County Register website
March 2	Info sent to Orange County Supervisorial offices, state and federal delegation, city public information officers, city clerks and city managers, Orange County Business Council, Women's Transportation Seminar, and other organizations for newsletters/blogs/social media *(will work with organizations so that they can notify their own databases in various ways over the next two months)*
April 2	Press release distributed Paid advertisements running with Người Việt and El Clasificado
April 23	AAA Westways magazine in mailboxes
April 30	GJAOC interview panel resume screening and interview scheduling
May 3	Application deadline
May 4 - 8	GJAOC interview panel resume screening and interview scheduling GJAOC selection panel scheduling and interviewing candidates
May 11 -15	GJAOC selection panel interviews candidates and prepares finalist list
May 18	GJAOC selection panel submits list of finalists to OCTA
May 19 - May 22	Legal counsel review of finalists
June 22	OCTA Chair draws names at Board of Directors meeting

ATTACHMENT C

GRAND JURORS' ASSOCIATION OF ORANGE COUNTY
TAXPAYER OVERSIGHT COMMITTEE SELECTION PANEL
2026

William Underwood, Chair

Bette Flick

Christopher Evans

Peter Hersh

Alternates:

Lynette Fujitani

Virginia Zlaket

2026-27 Taxpayer Oversight Committee Application

ATTACHMENT D

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 Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. We are currently recruiting for districts 2 and 3.

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 3, 2026. 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

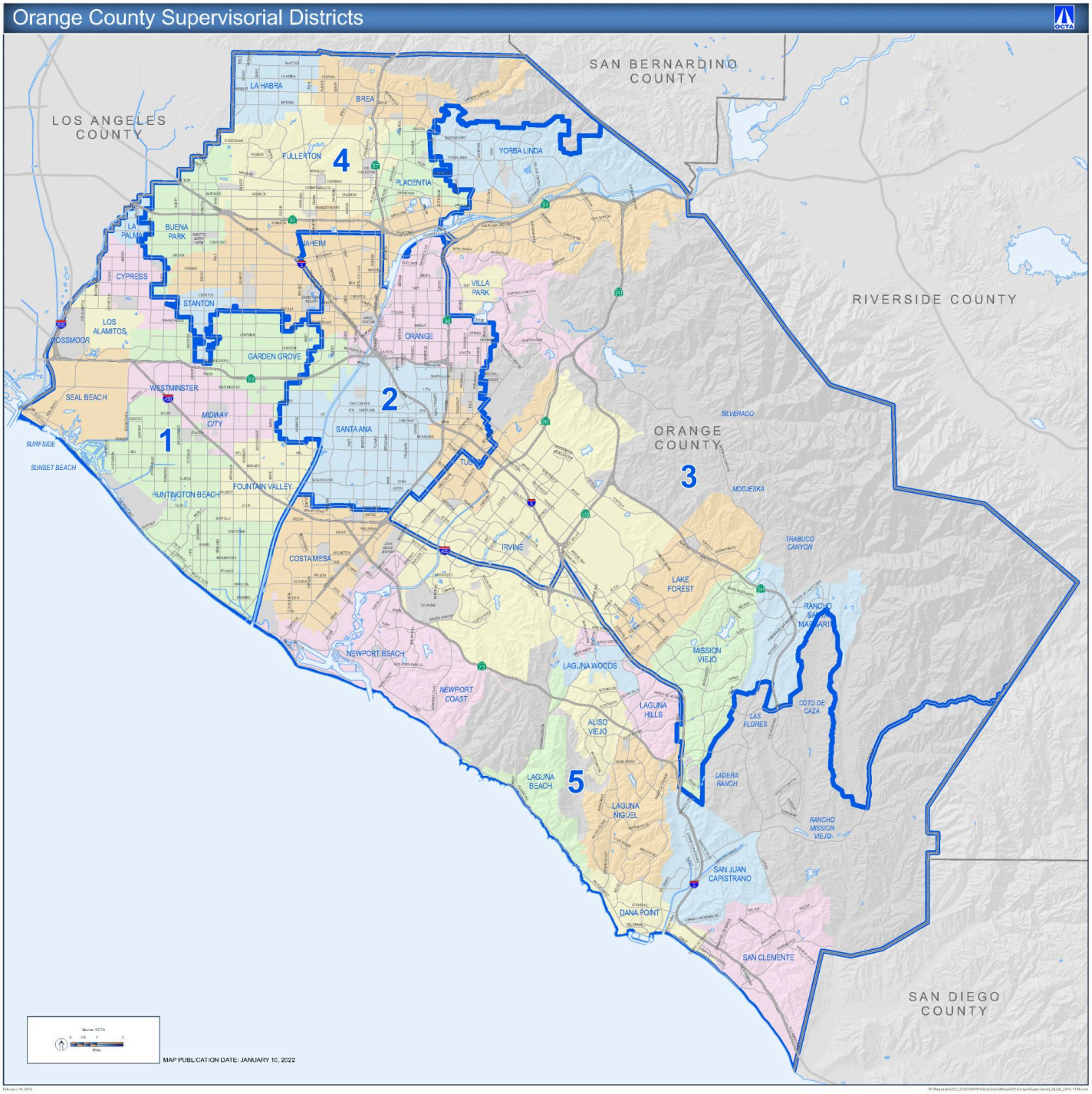
13. Business Street Address

14. City

15. State

16. Zip

Click here to confirm your district.



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

◯ 2 ◯ 3

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 Measure M 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 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 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. Additional Comments

45. 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

ATTACHMENT E

MEASURE M2 TAXPAYER OVERSIGHT COMMITTEE
2026 FINALISTS

DISTRICT 2

NAME	CITY
Lloyd Boucher-Reyes	Santa Ana
Josee Larochelle	Anaheim
Peter Riley	Tustin
Thomas Vu	Anaheim

DISTRICT 3

NAME	CITY
Michael Chavez	Mission Viejo
Theodore Flati	Yorba Linda
Cheryl Slinkard	Yorba Linda
Mark Tomich	Mission Viejo
Daniel Treves	Irvine

Call to Order

The June 8, 2026, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Chair Federico at 9:30 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present:	Jamey M. Federico, Chair Fred Jung, Vice Chair Valerie Amezcua Doug Chaffee Katrina Foley Patrick Harper Michael Hennessey Lauren Kleiman Stephanie Klopfenstein Carlos A. Leon Janet Nguyen Vicente Sarmiento Kathy Tavoularis Mark Tettemer Donald P. Wagner Lan Zhou, Ex-Officio
Directors Absent:	William Go Tam T. Nguyen
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, Senior Elia Verduzco, Employee Rotation Participant James Donich, General Counsel

1. Closed Session

A Closed Session was held as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing - Jose Antonio Garibay Rodriguez Transportation Authority - OCSC Case No. 30-2024-01410103. Orange County Transportation Authority v. Orange County.

All members were present except for Directors Go and Tam T. Nguyen, who were absent from the meeting.

James Donich, General Counsel, stated there was no report out on this item.

Special Calendar

2. Public Hearing on Orange County Transportation Authority's Fiscal Year 2026-27 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 introduced Andrew Oftelie, Chief Financial Officer (CFO), who provided a presentation on this item.

Gina Ramirez, Assistant Clerk of the Board, read the legal notification of the public hearing into the record.

Chair Federico opened the public hearing to solicit comments from the public on this item.

Public comments were heard from:

Ryan Calbreath	Brian Yanity
Ann Frazier	Sireesh Vinnakota
Peter Warner	Aditya Dhillon
Leo Shahbazian	Marc Vukcevich
Mason Buck	David Martinez
Tomas Castro	Sahand Cyrusian
Amina Babiker	Makaya McCollister
Leeza	Adriana Rizzo
Matthew Winer	

A motion was made by Director Amezcua, seconded by Director Hennessey, and following a roll call vote, was declared passed 15-0 to:

A. Approve by Resolution the Orange County Transportation Authority Fiscal Year 2026-27 Budget.

B. Approve the Personnel and Salary Resolution for fiscal year 2026-27.

C. Approve the update to the Policy for Compensation, Benefits, Reimbursement of Expenses, and Mandatory Training for Members of the Board of Directors.

D. 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.

E. Approve up to $14.5 million for the fiscal year 2026-27 Orange County Transportation Authority contribution to the Southern California Regional Rail Authority operating subsidy to support Metrolink service through the first quarter of the fiscal year. Funding for operations, as well as capital and rehabilitation expenditures for the remainder of the fiscal year, is contingent upon a formal budget request from Metrolink and approval by the Orange County Transportation Authority Board of Directors, and concurrence from all member agencies.

Consent Calendar (Items 3 through 21)

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to approve Items 3, 5, and 6, along with Items 7, 8, and 13 through 21.

3. Approval of Minutes

Approve the minutes of the May 26, 2026, Orange County Transportation Authority and affiliated agencies' regular meeting.

4. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Director Sarmiento pulled this item to inquire about the performance metrics.

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $31,088,784.

5. Amendment to Agreement for Security Systems and Maintenance

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergint Technologies, LLC, in the amount of $355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of $835,454.

6. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2026-27

Adopt Orange County Transportation Authority Resolution No. 2026-019 to establish the Orange County Transportation Authority General Fund appropriations limit at $16,950,578, for fiscal year 2026-27.

7. Accessible Transit Advisory Committee Annual Update and Member Appointments

A public comment was heard from Peter Warner.

No action was taken on this receive and file the Accessible Transit Advisory Committee status report.

8. Citizens Advisory Committee Annual Update and Member Appointments

No action was taken on this receive and file the Citizens Advisory Committee status report.

9. Regional Planning Update

Public comments were heard from Peter Warner.

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

10. Consultant Selection for the Move OC Active Transportation Plan

A public comment was heard from Peter Warner.

A motion was made by Chair Federico, seconded by Director Chaffee, and declared passed by those present to:

A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of $996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

11. 2026 State Transportation Improvement Program Update

A public comment was heard from Peter Warner

Director Leon expressed his concerns regarding the Interstate 5 managed lanes project mentioned in the report.

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

12. Capital Programming Update

A public comment was heard from Peter Warner.

A motion was made by Chair Federico, seconded by Director Chaffee, and declared passed by those present:

A. Authorize the use of $12.224 million in Congestion Mitigation and Air Quality Improvement Program project savings from 40-foot Compressed-Natural-Gas Replacement Buses and local complete streets projects to the Alternative Fuel 60-Foot Replacement Buses Project.

B. Authorize the reallocation of $6.072 million in SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from OC Bus Operations Startup - Connections to OC Streetcar Project for OC Streetcar operations.

C. Authorize the reallocation of $6.072 million in Congestion Mitigation and Air Quality Improvement Program savings from OC Streetcar operations to the Interstate 5 Improvement from County Line to Avenida Pico Project.

D. Authorize the use of an additional $71.705 million in Measure M2, Project S funds for OC Streetcar capital projects.

E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute all necessary agreements

13. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $8 million, for additional construction capital costs for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $109,988,000.

14. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of $895,987, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of $18,244,877.

15. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2026-27

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2026-020 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at $2,561,703,810, for fiscal year 2026-27.

16. Membership Appointments for the Measure M2 Environmental Oversight Committee

A. Approve the reappointment of 10 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

17. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

18. Measure M2 Environmental Mitigation Program Update

Receive and file as an information item.

19. Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

Receive and file as an information item.

20. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2026

Director Foley inquired about the Newport Dunes water quality improvement project because stakeholders could not reach a consensus on proceeding.

Charvalen Alacar, Section Manager III, provided a response.

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer, or designee, to negotiate and execute an amendment to Cooperative Agreement No. C-3-2753 between the Orange County Transportation Authority and the City of Dana Point for the Dana Point Trolley Continuity Program in order to establish a single aggregate reimbursement match rate for the multi-year Project V grant.

21. Comprehensive Transportation Funding Programs - 2026 Call for Projects Programming Recommendations

A. Approve the award of $55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local jurisdiction projects.

B. Approve the award of $12.29 million in 2026 Regional Traffic Signal Synchronization Program (Project P) funds to six local jurisdiction projects.

Regular Calendar

22. Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

Rose Casey, Executive Director of Planning, and Adriann Cardoso, Department Manager, presented this item.

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

A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.

C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

Discussion Items

23. Update on the Interstate 5 El Toro Road Interchange Improvement Project

Jeff Mills, Director of Capital Project Delivery, and Angela Hui, Community Relations Specialist, provided an update on the project development efforts.

A public comment was heard from Peter Warner.

No action was taken on this informational item.

24. Public Comments

A public comment was heard from Peter Warner.

25. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- The Government Finance Officers Association has awarded OCTA its Certificate of Achievement for Excellence in Financial Reporting for our Fiscal Year 2025 Annual Comprehensive Financial Report.

26. Directors' Reports

There were no Directors' Reports.

27. Adjournment

The meeting was adjourned at 11:49 a.m.

The next regularly scheduled meeting of this Board will be held:
9:30 a.m., on Monday, June 22, 2026
OCTA Headquarters
Board Room
550 South Main Street
Orange, California

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Ralph M. Brown Act Compliance, Internal Audit Report No. 26-512

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Direct staff to implement one recommendation provided in Ralph M. Brown Act compliance, Internal Audit Report No. 26-512.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Ralph M. Brown Act Compliance, Internal Audit Report No. 26-512

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of compliance with the Ralph M. Brown Act. Based on the audit, the Orange County Transportation Authority complies with Ralph M. Brown Act requirements; however, one recommendation was made to management to retain evidence of compliance with physical posting requirements.

Recommendation

Direct staff to implement one recommendation provided in Ralph M. Brown Act compliance, Internal Audit Report No. 26-512.

Background

The Ralph M. Brown Act (Brown Act [Government Code Section 54950 et seq.]) is an open meeting law that guarantees the public's right to attend and participate in meetings of a local legislative body. The Brown Act dictates agenda posting requirements for both regular and special meetings of the Board of Directors (Board) and its committees, as well as meetings of public committees. The Brown Act specifies information and elements required to be included in public agendas and sets forth limitations and posting requirements for closed session items. AB 2449 (Chapter 285, Statutes of 2022) and SB 707 (Chapter 327, Statutes of 2025) amended the Brown Act by introducing teleconferencing requirements.

The Clerk of the Board (COB) Department reports to the Chief Executive Office and is staffed by a senior section manager and four Board specialists. Among other duties, the COB Department is responsible for the Board and committee agenda process, including preparation and distribution of agendas, ensuring public meetings are held in compliance with the Brown Act, recording of actions taken by the Board and committees, and maintaining a comprehensive records management system supporting Board and committee actions.

Discussion

Board and committee meeting agendas are displayed on an outdoor electronic kiosk; however, there is no record of these postings and, as such, no evidence of compliance with Brown Act requirements for timeframe and content of agendas. Internal Audit recommended management work with Information Systems staff to obtain evidence of the content and timing of agendas posted and retain such evidence for a reasonable period. Management agreed and indicated they will work with Information Systems to ensure evidence is retained going forward and will establish a retention policy for evidence of postings.

Summary

Internal Audit has completed an audit of Brown Act compliance and has offered one recommendation for improvement.

Attachment

A. Ralph M. Brown Act Compliance, Internal Audit Report No. 26-512

Prepared by:

Gabriel Tang
Principal Internal Auditor, Internal Audit
714-560-5746

Approved by:

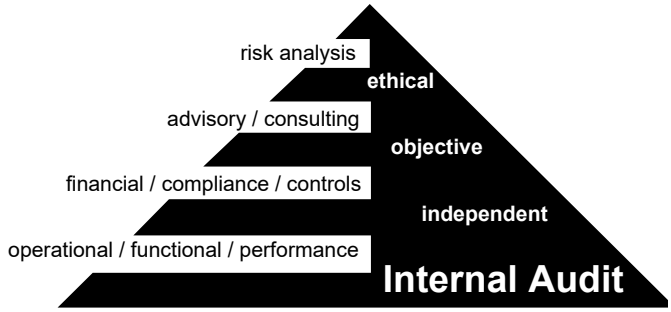
Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT

Ralph M. Brown Act Compliance

Internal Audit Report No. 26-512

Revised - June 2, 2026



Performed by: Gabriel Tang, CPA, Principal Internal Auditor
Janet Sutter, CIA, Executive Director

Distributed to: Andrea West, Senior Section Manager, Clerk of the Board
Jennifer Bergener, Deputy Chief Executive Officer

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Ralph M. Brown Act Compliance
June 2, 2026

Table of Contents

Conclusion 1

Background 1

Objectives, Scope, and Methodology 2

Evidence of Posting to the Electronic Kiosk 3

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Ralph M. Brown Act Compliance
June 2, 2026

Conclusion

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of compliance with the Ralph M. Brown Act (Brown Act). Based on the audit, OCTA complies with Brown Act requirements; however, one recommendation was made to management to retain evidence demonstrating compliance with agenda posting requirements.

Background

The Brown Act (Government Code Section 54950 et seq.) is an open meeting law that guarantees the public's right to attend and participate in meetings of a local legislative body. The Brown Act dictates agenda posting requirements for both regular and special meetings of the Board of Directors (Board) and its committees, as well as meetings of public committees. The Brown Act specifies information and elements required to be included in public agendas and sets forth limitations and posting requirements for closed session items. AB 2449 (Chapter 285, Statutes of 2022) and SB 707 (Chapter 327, Statutes of 2025) amended the Brown Act by introducing teleconferencing requirements.

The Clerk of the Board (COB) Department reports to the Chief Executive Office and is staffed by a senior section manager and four Board specialists. Among other duties, the COB is responsible for the Board and committee agenda process, including preparation and distribution of agendas, ensuring public meetings are held in compliance with the Brown Act, recording of actions taken by the Board and committees, and maintaining a comprehensive records management system supporting Board and committee actions.

For regularly scheduled Board and committee meetings, the Brown Act requires agendas to be made available 72 hours in advance. For special meetings, agendas are required to be made available at least 24 hours in advance. The Brown Act dictates elements that must be included in the agendas and requires that agendas be made accessible to the public and be included on the agency's website. OCTA agendas are posted for public viewing through an outdoor electronic kiosk located at the administrative offices.

Agendas must include information on how members of the public may request accommodation due to a disability and must provide an opportunity for members of the public to address the legislative body during the meeting.

A closed session item is discussed by the legislative body in private without the attendance of the public or press. Closed sessions are allowed only to the extent

expressly authorized by the Brown Act. Allowable topics include litigation, real property negotiations, and labor negotiations.

Objectives, Scope, and Methodology

The objective was to test compliance with Brown Act requirements, including notice and agenda posting requirements, conduct of meetings, closed session, public participation, and recordkeeping requirements.

The methodology consisted of testing agenda postings for timeliness and disclosure of the time and location of the meeting, testing a judgmental sample of Board meetings, a judgmental sample of committee meetings, and all public committee meetings to verify that agendas, minutes, and meeting recordings complied with key Brown Act requirements.

The scope was limited to agendas posted to the Granicus Legistar system (Granicus) from January 1, 2025, through April 30, 2026, and all public committee agendas posted to octa.net for meetings from January 1, 2025, through December 31, 2025. The scope also included agendas, minutes, and meeting recordings for a judgmental sample of Board meetings with a bias toward meetings with a closed session item(s) and all Board meetings including teleconferencing by at least one member, a judgmental sample of committee meetings with a bias for coverage throughout the scope period and all committee meetings including teleconferencing by at least one member, and all public committee meetings from January 1, 2025, through March 31, 2026. Since the samples were non-statistical, any conclusions are limited to the sample items tested.

We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Audit Comment, Recommendation, and Management Response

Evidence of Posting to the Electronic Kiosk

To comply with Brown Act posting requirements, Board and committee meeting agendas are displayed on an outdoor electronic kiosk; however, there is no record of these postings. As such, there is no evidence of compliance with Brown Act requirements for timeframe and content of agendas.

Recommendation 1:

Management should work with Information Systems staff to obtain evidence of the content and timing of agendas posted to the electronic kiosk. Such evidence should be retained for a reasonable period.

Management Response:

Management agrees with this recommendation and the COB Department will work with Information Systems staff to ensure this evidence will be retained going forward. Prior to 2024, the system did retain this evidence; however, a recent software update removed this feature and the COB's office was unaware of this change. Additionally, COB will work with legal to establish a retention policy for the evidence of posting.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 91 Express Lanes Update for the Period Ending - March 31, 2026

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending – March 31, 2026

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. During the month of March 2026, approximately 1.94 million trips were taken, and over 5.34 million trips were made during the first quarter of calendar year 2026 on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2026.

Recommendation

Receive and file as an information item.

Background

The Orange County segment of the 91 Express Lanes (91 EL) is a four-lane, ten-mile tolled facility built in the median of State Route 91 (SR-91) between the State Route 55/SR-91 interchange and the Orange/Riverside County Line. The 91 EL was built by the California Private Transportation Company (CPTC) for a cost of approximately $135 million and opened to travelers in 1995. An agreement with the California Department of Transportation included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, the Orange County Transportation Authority (OCTA) acquired the 91 EL franchise rights from the CPTC in January 2003. This eliminated the non-compete provision, clearing the

way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor.

With the non-compete provisions removed, the Riverside County Transportation Commission (RCTC) received authority to extend the 91 EL to Interstate 15 (I-15) in 2008. At a cost of $1.4 billion, the RCTC 91 Corridor Improvement Project added general-purpose lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the 91 EL to I-15. The Riverside County segment of the 91 EL opened in 2017, providing customers with eight additional miles of travel on SR-91. To provide 91 EL customers with a seamless experience, OCTA and RCTC entered into a three-party operating agreement with one firm to service both facility segments.

Historically, the 91 EL has used congestion management pricing to adjust tolls quarterly based on the number of vehicles traveling through the express lanes. Since 2003, OCTA, and RCTC in 2017, have used this tolling method to provide customers with a safe, reliable, and predictable trip on the 91 EL. In November 2023, the RCTC 91 EL segment transitioned to dynamic pricing, which adjusts toll rates based on real-time traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 EL Toll Policy and Toll Schedule. The OCTA 91 EL segment still uses congestion management pricing, with tolls adjusted quarterly.

Motorists 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.

OCTA and RCTC's tolling agreements allow both agencies to operate the 91 EL well into the future (2065 for OCTA and 2067 for RCTC). This provides customers with transportation options for 18 miles of travel in one of California's busiest corridors.

Discussion

The sections below discuss various operational data and information for the 91 EL in greater detail.

Traffic Volumes

The total traffic volume on the OCTA 91 EL for the month of March 2026 was 1,935,831. This represents a daily average of 62,446 vehicles. This is a 2.7 percent increase in total traffic volume from the same period last year when traffic levels totaled 1,884,597. For the 12 months ending March 2026, traffic volumes totaled over 22.3 million, representing a 1.8 percent increase from the same period in the prior year. The carpool percentage for March was

21.9 percent as compared to the previous year's rate of 25.8 percent. The decrease in carpool usage in the OCTA segment is similar to that seen in the RCTC segment and can be attributed to their implementation of an occupancy detection system (ODS). Even though OCTA has not implemented the ODS, it appears that travelers are adjusting their lane selection and travel patterns on both segments.

Gross Potential Toll Revenues (GPTR)

GPTR for the month of March 2026 was $6,585,783, which represents an increase of 11.3 percent from the prior year's total of $5,918,773 for the month of March 2025. The increase in GPTR is large because customers are changing their lane selection from the high-occupancy vehicle three-plus lane to the full toll lane. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). Over the previous 12 months, GPTR totaled $73.7 million, representing a 6.2 percent increase from the same period in the prior year.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. Based on the traffic volumes during the review period, no hours in the eastbound or westbound directions reached the trigger point for a toll adjustment in December 2025. As of March 2026, toll rates ranged from a minimum of $1.95 to a maximum of $9.35. Any potential toll adjustments for the quarter ending March 31, 2026, will be reported in the following report.

Number of Accounts and Transponders

The number of active accounts totaled 187,497, and 755,529 transponders were assigned to those accounts as of March 31, 2026. Over the past 12 months, the number of accounts increased by 3,621, while the number of transponders in circulation increased by 22,620. Over the past several years, there has been continued growth in the number of accounts and transponders, primarily driven by the extension of the 91 EL into Riverside County and the opening of the 15 Express Lanes with direct connectors from the 91 EL.

Outstanding Debt

As of March 31, 2026, the outstanding amount of the 91 EL tax-exempt 2023 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled $35.6 million. The Bonds are rated "AA-" by Standard and Poor's, "AA3" by Moody's, and "AA-" by Fitch Ratings. The scheduled interest payment was made

on February 15, 2026. The next scheduled interest and principal payment is on August 15, 2026.

Reserve Funds

The 2023 Bonds require three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds were fully funded with a total balance of approximately $11.99 million as of March 31, 2026.

In addition to the required debt reserve funds, the Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of $33.68 million and is used for large capital projects for the 91 EL, such as pavement rehabilitation and back-office system (BOS) upgrades. The other reserve fund was established in 2017 for two future Measure M2 projects (Projects I and J) on the SR-91 corridor. Project I improves the mainline freeway, interchanges, and replaces four bridges along SR-91 between west of SR-57 (Acacia Street) and east of State Route 55 (Lakeview Avenue), estimated to cost approximately $790 million. Project I is being developed as three separate design and construction projects. The easternmost segment commenced construction in April 2025, the westernmost segment commenced construction in January 2026, and the middle segment is in the final design phase. All three segments of Project I are anticipated to be completed by late 2030. Project J includes operational improvements on SR-91 between State Route 241 and the Orange/Riverside County Line and is currently scheduled for completion in 2035. The balance in that reserve fund is $260.66 million and is used for project expenses as they are incurred. Lastly, OCTA has approximately $44.36 million in excess toll revenues set aside for SR-91 corridor projects.

Operations Update

In March 2022, Cofiroute USA, LLC (CUSA) deployed a new BOS for the 91 EL for both Orange and Riverside counties. Since deployment, CUSA, OCTA, and RCTC staff have continuously monitored the BOS performance and the customer service center (CSC) performance. As part of ongoing monitoring, key performance indicators (KPI) are assessed for damages in accordance with the contract requirements. OCTA and RCTC staff have finalized the KPI damages for the months of July 2025 through January 2026. The KPI review is typically completed within three months after the close of the month. Staff is working on finalizing the KPI damages for February and March 2026, which will be reported in the following quarterly report. KPI damages are reported for the fiscal year in each quarterly update to reflect the amounts assessed during the year. These KPI damages are a result of OCTA and RCTC identified performance issues with the BOS and CSC, totaling $133,983 for both agencies.

For OCTA, the total penalties amounted to $68,572. Of this amount, $47,000 was attributed to BOS performance, of which $16,664 was waived, and $30,336 was accessed. Of the amount waived, staff authorized waiving the penalty because it was associated with system availability issues from a separate priority KPI item. The priority incident was properly documented, evaluated in the corresponding KPI, and penalties were assessed for that priority incident. Therefore, since the separate priority incident incurred a KPI penalty and the system was available during the priority incidents, the other KPI penalty ($16,664) was waived. The remaining $21,572 in KPI damages was attributed to CSC performance failures, with the full amount assessed in the corresponding monthly invoices.

Attachment A summarizes some of the KPIs of the CSC over the past 12 months. The KPI for service level for the speed of answer (KPI 5) was met in February and missed four times in January and twice in March. The abandonment rate KPI (KPI 6) was met in February and missed three times in January and once in March. CUSA continues to evaluate staffing levels and review the communication schedule to optimize message delivery timing. Prior corrective measures have led to improvements in meeting KPI 5 and KPI 6 in the past quarter compared to the prior year.

Operational acceptance testing was passed in June 2025. Since then, staff has been working closely with CUSA to address deferred and punch-list items. As of March, CUSA has made progress in completing the deferred and punch-list items, but some items remain outstanding. All deferred and punch-list items must be completed before final acceptance. Final acceptance is currently scheduled for June 2026, but it is at risk of getting delayed. Staff will report on the status of final acceptance in the following report.

OCTA staff has also been supporting RCTC in implementing the occupancy detection system (ODS) on the Riverside segment of the 91 EL. The ODS enables RCTC to verify that at least three occupants are present during travel. If fewer than three occupants are present, the carpool discount will not be given, and a $5 occupancy correction fee will be added. The ODS went live on August 4, 2025, and staff has been working collaboratively with CUSA to ensure that the system accurately assesses tolls and fees for users who do not meet the occupancy requirements. Staff will continue to work with CUSA on customer communication, system monitoring, and overall ODS oversight.

During the reporting period, OCTA and RCTC staff worked with CUSA to monitor system changes that remove the zero-emissions vehicle (ZEV) discount as approved by the Board on September 8, 2025. Customers were provided with the ZEV discount until December 31, 2025, as a courtesy and to allow for ample time for communications to be sent and system changes to be completed. All the system changes were completed before the end of the year, and the discount

was discontinued as of January 1, 2026. Staff monitored changes to the system and applied any associated penalties resulting from issues to the appropriate KPI scorecard.

In addition, staff completed the refresh of the traffic operations center (TOC) in the City of Anaheim by replacing dated furniture with modern ergonomic furniture. The new furniture allows TOC staff to sit or stand while completing duties, reducing fatigue and improving visibility of the video wall. Staff also negotiated a new service agreement with Daktronics to ensure the changeable message signs (CMS) are properly maintained throughout the year. The CMS' are used to display toll rates and messages to motorists. The new CMS agreement was procured at a lower rate than prior agreements due to the long-standing partnership with the CMS vendor.

Looking at the Quarter Ahead

OCTA 91 EL staff will focus on completing the punch-list items for the BOS acceptance, while continuing to assist and monitor ODS performance on the RCTC segment. Staff will also continue to review BOS and CSC operations and apply the applicable KPIs to the monthly scorecards. Lastly, OCTA staff will work with RCTC to complete the planning and cost projection for the future BOS options for the 91 EL. Staff will report on the status of these BOS options for the in the following report.

Summary

An operational report for the 91 Express Lanes for the period ending March 31, 2026, is provided for the Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachments

A. 91 Express Lanes, Key Performance Measures, March 2026
B. 91 Express Lanes Status Report, March 2026

Prepared by:



Anthony Rodriguez
Project Manager III,
Express Lanes
(714) 560-5752

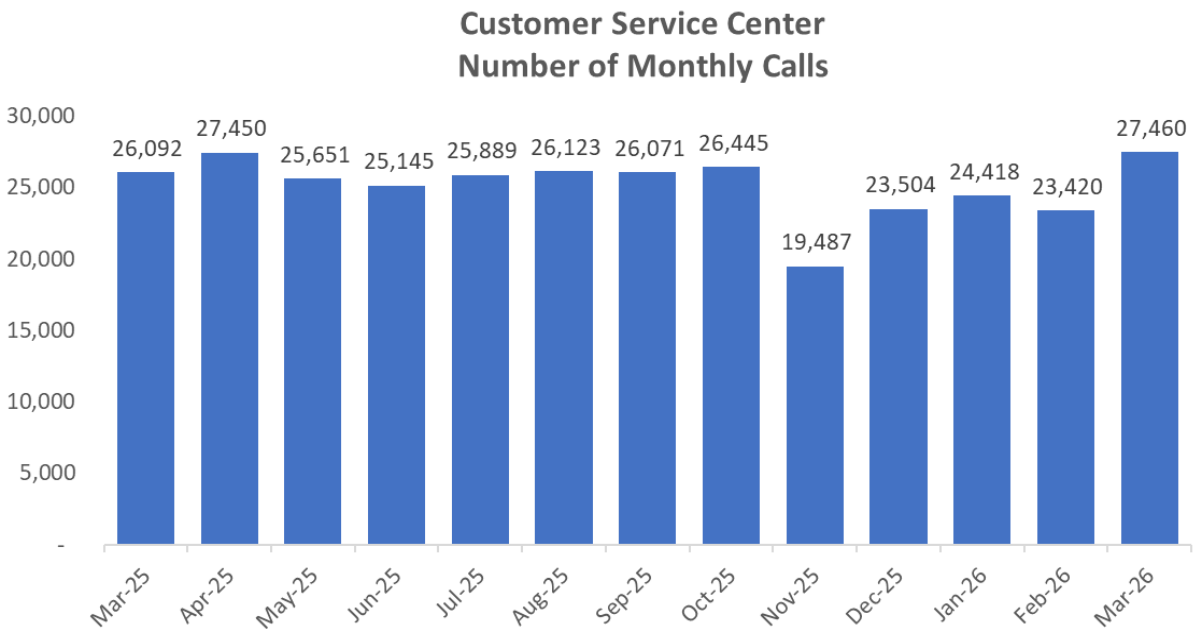
Approved by:



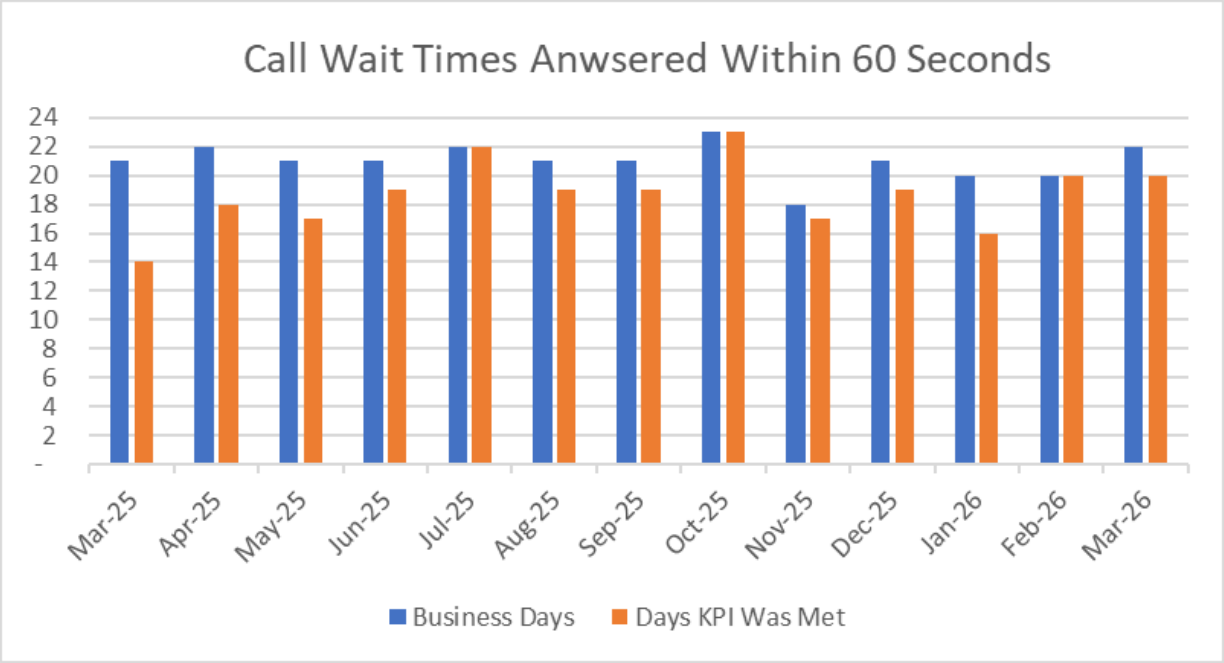
Kirk Avila
General Manager,
Express Lanes Programs
(714) 560-5674

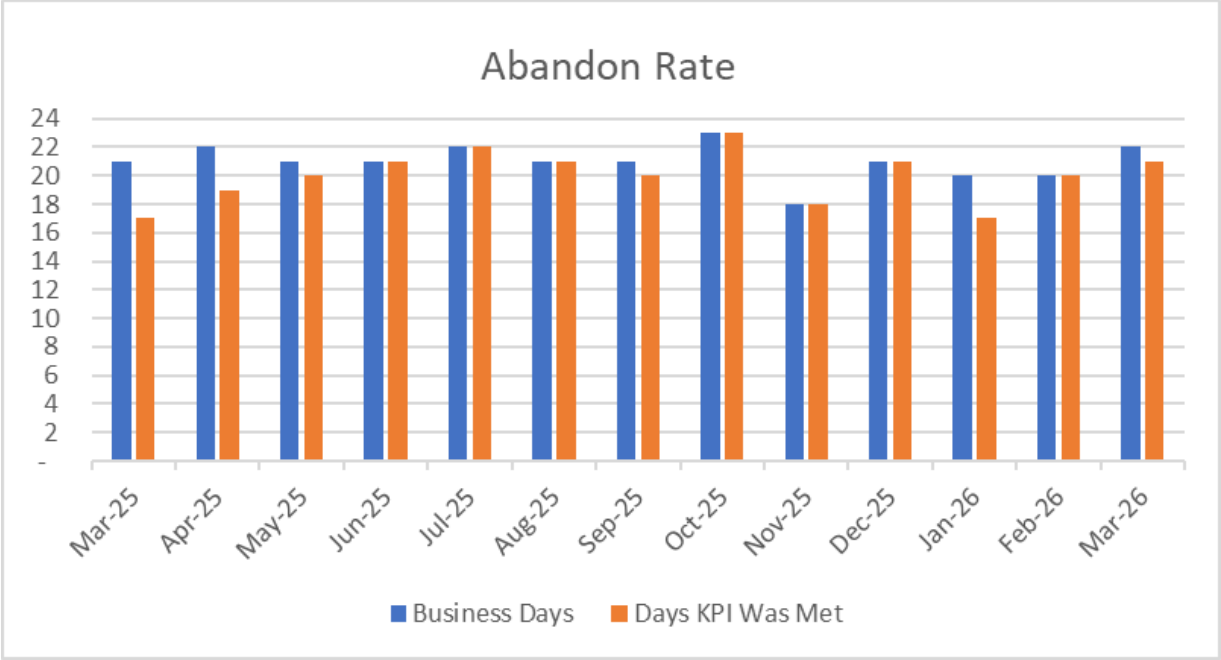
ATTACHMENT A

91 Express Lanes
Key Performance Measures
March 2026









KPI = Key performance indicator

ATTACHMENT B

Orange County Transportation Authority
Riverside County Transportation Commission

91 Express Lanes

Status Report
March 2026

As of March 31, 2026

Table of Contents

Operations Overview OCTA 3
Traffic and Revenue Statistics for OCTA 3
OCTA Traffic and Revenue Summary 5
OCTA Peak-Hour Volumes 6
OCTA Eastbound Peak-Hour Volumes 6
OCTA Westbound Peak-Hour Volumes 7
OCTA Operational Highlights 8
Financial Highlights OCTA 9
Operations Overview RCTC 10
Traffic and Revenue Statistics for RCTC 10
RCTC Traffic and Revenue Summary 12
RCTC Operational Highlights 13
Financial Highlights RCTC 14
Joint Agency Transaction and Revenue Statistics 15
Joint Agency Traffic Statistics 15
Joint Agency Back Office System (BOS) And Customer Service Center (CSC) Update 16
Joint Agency Performance Measures 17
Joint Agency Transponder Distribution 18

OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for March 2026 was 1,935,831, representing a daily average of 62,446 vehicles. This reflects a 2.7 percent increase in total traffic volume from the same period last year, which totaled 1,884,597. Potential toll revenue for March was $6,858,783, representing an increase of 6.4 percent from the prior year's total of $5,918,773. The carpool percentage for March was 21.9 percent, compared to 25.8 percent during the same period last year. The decrease in carpool usage within the Orange County Transportation Authority (OCTA) segment is similar to the decrease observed on the Riverside segment and can be attributed to the implementation of the occupancy detection system (ODS). Even though OCTA has not implemented the ODS, it appears that travelers are adjusting their lane selection and travel patterns on both segments.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the month of March 2026.

Current MTD as of March 31, 2026

Transactions	MAR-26 MTD Actual	MAR-25 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,510,994	1,397,776	8.1%
3+ Lanes	424,837	486,821	(12.7%)
Total Gross Transactions	1,935,831	1,884,597	2.7%
Revenue			
Full Toll Lanes	$6,519,589	$5,843,206	11.6%
3+ Lanes	$66,194	$75,567	(12.4%)
Total Gross Revenue	$6,585,783	$5,918,773	11.3%
Average Revenue per Transaction			
Average Full Toll Lanes	$4.31	$4.18	3.1%
Average 3+ Lanes	$0.16	$0.16	0.0%
Average Gross Revenue	$3.40	$3.14	8.3%

The 2026 fiscal year-to-date (YTD) traffic volume increased by 1.9 percent, and potential toll revenue increased by 6.9 percent compared with the same period in the prior year. The YTD average revenue per trip is $3.35.

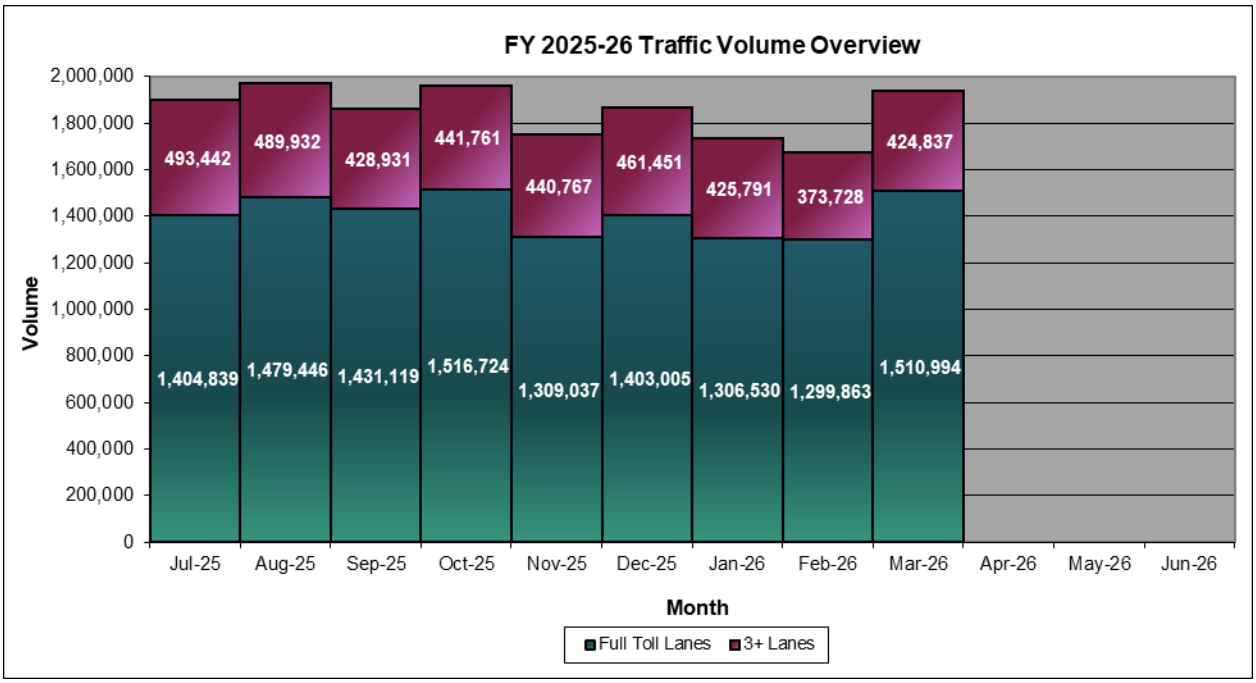
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the period of July 2025 through March 2026.

Fiscal Year (FY) 2025-26 YTD as of March 31, 2026

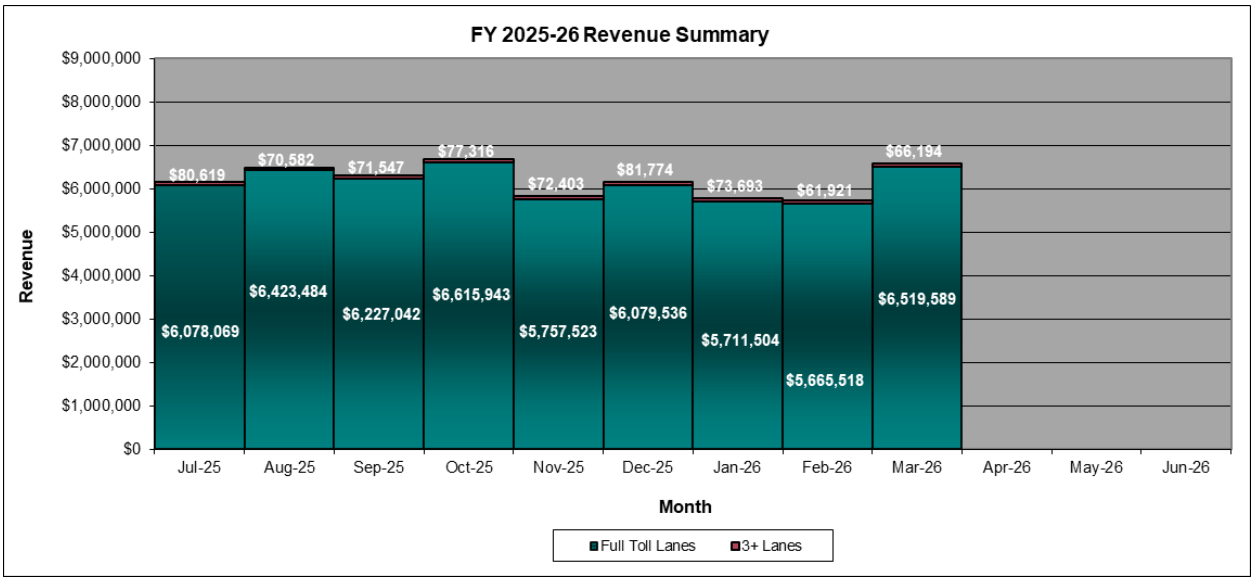
Transactions	FY 2025-26 YTD Actual (7/2025-3/2026)	FY 2024-25 YTD Actual (7/2024-3/2025)	Yr-to-Yr % Variance
Full Toll Lanes	12,661,557	12,090,399	4.7%
3+ Lanes	3,980,640	4,239,610	(6.1%)
Total Gross Transactions	16,642,197	16,330,009	1.9%
Revenue			
Full Toll Lanes	$55,078,208	$51,419,795	7.1%
3+ Lanes	$656,048	$707,787	(7.3%)
Total Gross Revenue	$55,734,256	$52,127,582	6.9%
Average Revenue per Transaction			
Average Full Toll Lanes	$4.35	$4.25	2.4%
Average 3+ Lanes	$0.16	$0.17	(5.9%)
Average Gross Revenue	$3.35	$3.19	5.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll trips and HOV3+ trips for FY 2025-26 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of defined capacity 11 times during the month of March 2026. As shown in the following chart, westbound peak-hour traffic volumes peaked at 90 percent of defined capacity. This performance is closely monitored, as toll adjustments are made based on capacity thresholds in accordance with the OCTA Toll Policy for the 91 EL. If capacity reaches 92 percent on a consistent basis (more than six times over the prior 12 weeks), an adjustment will be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

	Monday		*03/02/26*		*Tuesday*		*03/03/26*		*Wednesday*		*03/04/26*		*Thursday*		*03/05/26*		*Friday*		*03/06/26*	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	380	2,946	87%	$5.90	364	2,873	85%	**$5.90**	**394**	**3,130**	**92%**	$8.70	353	2,929	86%	$9.35	419	2,962	87%
1500 - 1600	$6.35	460	2,964	87%	$6.30	432	3,003	88%	$8.40	452	2,918	86%	$8.40	477	2,862	84%	**$8.90**	**542**	**3,065**	**90%**
1600 - 1700	$5.55	409	2,949	87%	$5.05	445	3,023	89%	$7.30	417	2,913	86%	$7.85	406	2,342	69%	$6.85	495	2,872	84%
1700 - 1800	$5.40	473	2,826	83%	$5.35	466	2,870	84%	$6.05	488	2,947	87%	$7.50	494	2,930	86%	$7.55	511	2,814	83%
1800 - 1900	$6.35	568	2,714	80%	$4.55	530	2,804	82%	$4.55	571	2,759	81%	$4.40	505	2,807	83%	$7.55	623	2,870	84%
1900 - 2000	$4.40	528	2,305	68%	$4.40	620	2,721	80%	$4.40	584	2,771	82%	$6.50	622	2,715	80%	$7.05	639	2,378	70%

	Monday		*03/09/26*		*Tuesday*		*03/10/26*		*Wednesday*		*03/11/26*		*Thursday*		*03/12/26*		*Friday*		*03/13/26*	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	385	2,947	87%	$5.90	307	2,946	87%	$5.90	401	2,742	81%	$8.70	384	2,944	87%	$9.35	462	3,006	88%
1500 - 1600	$6.35	418	2,965	87%	$6.30	430	2,936	86%	$8.40	396	2,656	78%	$8.40	478	2,868	84%	**$8.90**	**606**	**3,096**	**91%**
1600 - 1700	**$5.55**	**474**	**3,189**	**94%**	$5.05	449	2,990	88%	$7.30	473	3,002	88%	$7.85	482	2,908	86%	$6.85	545	2,916	86%
1700 - 1800	$5.40	462	2,969	87%	**$5.35**	**468**	**3,106**	**91%**	$6.05	432	2,928	86%	$7.50	464	2,955	87%	$7.55	543	2,889	85%
1800 - 1900	$6.35	502	2,647	78%	$4.55	554	2,969	87%	**$4.55**	**571**	**3,110**	**91%**	$4.40	470	2,760	81%	$7.55	629	2,792	82%
1900 - 2000	$4.40	420	1,695	50%	$4.40	475	2,194	65%	$4.40	626	2,915	86%	$6.50	635	2,903	85%	$7.05	604	2,196	65%

	Monday		*03/16/26*		*Tuesday*		*03/17/26*		*Wednesday*		*03/18/26*		*Thursday*		*03/19/26*		*Friday*		*03/20/26*	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	348	2,867	84%	$5.90	371	2,927	86%	$5.90	369	2,985	88%	$8.70	402	3,034	89%	$9.35	468	2,887	85%
1500 - 1600	$6.35	496	3,040	89%	$6.30	414	2,931	86%	$8.40	448	3,038	89%	$8.40	419	2,895	85%	$8.90	539	2,985	88%
1600 - 1700	$5.55	429	2,919	86%	$5.05	350	2,274	67%	$7.30	398	2,848	84%	$7.85	446	2,893	85%	$6.85	522	2,928	86%
1700 - 1800	$5.40	464	2,947	87%	$5.35	240	1,424	42%	$6.05	455	2,942	87%	$7.50	482	2,891	85%	$7.55	538	2,871	84%
1800 - 1900	$6.35	495	2,375	70%	$4.55	532	3,005	88%	$4.55	521	2,834	83%	$4.40	516	2,889	85%	$7.55	583	2,610	77%
1900 - 2000	$4.40	362	1,715	50%	$4.40	571	2,668	78%	$4.40	483	2,493	73%	$6.50	546	2,613	77%	$7.05	601	2,105	62%

	Monday		*03/23/26*		*Tuesday*		*03/24/26*		*Wednesday*		*03/25/26*		*Thursday*		*03/26/26*		*Friday*		*03/27/26*	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	436	2,936	86%	**$5.90**	**477**	**3,214**	**95%**	$5.90	418	2,980	88%	$8.70	396	2,890	85%	$9.35	493	2,919	86%
1500 - 1600	$6.35	470	2,923	86%	$6.30	448	2,897	85%	$8.40	479	2,980	88%	$8.40	538	3,005	88%	**$8.90**	**588**	**3,126**	**92%**
1600 - 1700	$5.55	485	2,960	87%	$5.05	428	2,889	85%	$7.30	427	2,810	83%	$7.85	512	2,976	88%	$6.85	513	2,922	86%
1700 - 1800	$5.40	502	2,930	86%	$5.35	449	2,928	86%	$6.05	520	2,920	86%	**$7.50**	**530**	**3,081**	**91%**	$7.55	611	2,911	86%
1800 - 1900	$6.35	599	2,876	85%	$4.55	582	2,855	84%	$4.55	498	2,516	74%	$4.40	559	2,849	84%	$7.55	691	2,922	86%
1900 - 2000	$4.40	449	1,874	55%	$4.40	604	2,638	78%	$4.40	641	2,827	83%	$6.50	676	2,710	80%	$7.05	680	2,467	73%

	Monday		*03/30/26*		*Tuesday*		*03/31/26*		*Wednesday*		*04/01/26*		*Thursday*		*04/02/26*		*Friday*		*04/03/26*	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.90	424	2,834	83%	$5.90	419	3,009	89%												
1500 - 1600	$6.35	523	2,961	87%	**$6.30**	**506**	**3,116**	**92%**												
1600 - 1700	$5.55	498	2,905	85%	$5.05	516	2,936	86%												
1700 - 1800	$5.40	528	2,972	87%	$5.35	515	2,891	85%												
1800 - 1900	$6.35	597	2,702	79%	$4.55	625	2,916	86%												
1900 - 2000	$4.40	466	1,784	52%	$4.40	533	2,056	60%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday		03/02/26		Tuesday		03/03/26		Wednesday		03/04/26		Thursday		03/05/26		Friday		03/06/26	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	412	1,597	47%	$3.55	410	1,650	49%	$3.55	431	1,653	49%	$3.55	443	1,789	53%	$3.55	366	1,468	43%
0500 - 0600	$5.70	604	2,911	86%	**$5.70**	**676**	**3,065**	**90%**	$5.70	643	2,963	87%	$5.70	691	2,898	85%	$5.45	592	2,709	80%
0600 - 0700	$5.90	581	2,918	86%	$5.90	582	2,915	86%	$5.90	571	2,929	86%	$5.90	556	2,959	87%	$5.70	547	2,657	78%
0700 - 0800	$6.55	586	2,809	83%	$6.55	595	2,909	86%	$6.55	591	2,946	87%	$6.55	598	2,818	83%	$6.35	513	2,437	72%
0800 - 0900	$5.90	335	2,559	75%	$5.90	340	2,658	78%	$5.90	371	2,837	83%	$5.90	366	2,779	82%	$5.70	293	2,343	69%
0900 - 1000	$4.80	277	2,434	72%	$4.80	318	2,804	82%	$4.80	372	2,707	80%	$4.80	307	2,748	81%	$4.80	330	2,250	66%

	Monday		03/09/26		Tuesday		03/10/26		Wednesday		03/11/26		Thursday		03/12/26		Friday		03/13/26	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	440	1,648	48%	$3.55	437	1,695	50%	$3.55	452	1,653	49%	$3.55	426	1,607	47%	$3.55	344	1,377	41%
0500 - 0600	$5.70	629	2,958	87%	$5.70	653	2,946	87%	$5.70	632	2,941	87%	$5.70	673	2,863	84%	$5.45	613	2,743	81%
0600 - 0700	$5.90	560	2,779	82%	$5.90	576	2,773	82%	$5.90	602	2,869	84%	$5.90	609	2,731	80%	$5.70	584	2,599	76%
0700 - 0800	$6.55	563	2,701	79%	$6.55	598	2,825	83%	$6.55	546	2,773	82%	$6.55	607	2,732	80%	$6.35	588	2,521	74%
0800 - 0900	$5.90	224	1,817	53%	$5.90	351	2,769	81%	$5.90	383	2,763	81%	$5.90	319	2,507	74%	$5.70	349	2,358	69%
0900 - 1000	$4.80	304	2,497	73%	$4.80	319	2,711	80%	$4.80	283	2,490	73%	$4.80	306	2,354	69%	$4.80	426	2,364	70%

	Monday		03/16/26		Tuesday		03/17/26		Wednesday		03/18/26		Thursday		03/19/26		Friday		03/20/26	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	382	1,595	47%	$3.55	422	1,574	46%	$3.55	416	1,591	47%	$3.55	451	1,674	49%	$3.55	363	1,393	41%
0500 - 0600	$5.70	668	2,997	88%	$5.70	689	3,010	89%	$5.70	694	3,010	89%	$5.70	653	2,937	86%	$5.45	606	2,641	78%
0600 - 0700	$5.90	572	2,821	83%	$5.90	611	2,780	82%	$5.90	603	2,804	82%	$5.90	622	2,855	84%	$5.70	560	2,594	76%
0700 - 0800	$6.55	543	2,700	79%	$6.55	533	2,739	81%	$6.55	539	2,741	81%	$6.55	568	2,752	81%	$6.35	534	2,449	72%
0800 - 0900	$5.90	309	2,309	68%	$5.90	327	2,620	77%	$5.90	327	2,612	77%	$5.90	341	2,385	70%	$5.70	322	2,237	66%
0900 - 1000	$4.80	304	2,356	69%	$4.80	323	2,597	76%	$4.80	333	2,641	78%	$4.80	334	2,618	77%	$4.80	338	2,225	65%

	Monday		03/23/26		Tuesday		03/24/26		Wednesday		03/25/26		Thursday		03/26/26		Friday		03/27/26	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	410	1,669	49%	$3.55	437	1,667	49%	$3.55	423	1,617	48%	$3.55	443	1,703	50%	$3.55	363	1,390	41%
0500 - 0600	$5.70	651	2,970	87%	$5.70	616	2,839	84%	$5.70	673	2,901	85%	$5.70	640	2,691	79%	$5.45	614	2,576	76%
0600 - 0700	$5.90	595	2,800	82%	$5.90	637	2,808	83%	$5.90	632	2,871	84%	$5.90	663	3,005	88%	$5.70	552	2,571	76%
0700 - 0800	$6.55	606	2,686	79%	$6.55	656	2,794	82%	$6.55	597	2,751	81%	$6.55	671	3,010	89%	$6.35	545	2,355	69%
0800 - 0900	$5.90	375	2,641	78%	$5.90	446	2,772	82%	$5.90	466	2,858	84%	$5.90	466	2,755	81%	$5.70	367	2,215	65%
0900 - 1000	$4.80	437	2,594	76%	$4.80	483	2,912	86%	$4.80	430	2,734	80%	$4.80	478	2,705	80%	$4.80	544	2,562	75%

	Monday		03/30/26		Tuesday		03/31/26		Wednesday		04/01/26		Thursday		04/02/26		Friday		04/03/26	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.55	383	1,594	47%	$3.55	418	1,622	48%												
0500 - 0600	$5.70	645	3,013	89%	$5.70	644	2,934	86%												
0600 - 0700	$5.90	610	2,884	85%	$5.90	616	2,740	81%												
0700 - 0800	$6.55	578	2,520	74%	$6.55	574	2,645	78%												
0800 - 0900	$5.90	340	2,162	64%	$5.90	348	2,114	62%												
0900 - 1000	$4.80	455	2,219	65%	$4.80	425	2,228	66%												

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 94 calls during the month of March. Of those calls, four were to remove debris, 30 were to assist disabled vehicles, 21 were to tow vehicles, and 39 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes
Operating Statement

Description	YTD as of : 3/31/2026 Actual [1]	Budget [1]	YTD Variance Dollar $	Percent (%)
Operating revenues:				
Toll Revenue	$ 49,777,210	$ 46,398,885	$ 3,378,325	7.3
Fee Revenue	$ 8,964,597	$ 4,221,021	$ 4,743,576	112.4
Total operating revenues	$ 58,741,807	$ 50,619,906	$ 8,121,901	16.0
Operating expenses:				
Contracted Services	$ 5,211,335	$ 4,561,477	$ (649,858)	(14.2)
Administrative Fee	$ 3,052,134	$ 2,826,662	$ (225,472)	(8.0)
Other Professional Services	$ 1,194,052	$ 1,902,874	$ 708,822	37.3
Credit Card Processing Fees	$ 1,054,747	$ 1,052,579	$ (2,168)	(0.2)
Toll Road Account Servicing	$ 301,753	$ 374,850	$ 73,097	19.5
Other Insurance Expense	$ 207,379	$ 282,736	$ 75,357	26.7
Toll Road Maintenance Supply Repairs	$ 200,397	$ 767,383	$ 566,986	73.9
Patrol Services	$ 872,829	$ 899,640	$ 26,811	3.0
Building Equipment Repairs and Maint	$ 445,772	$ 616,663	$ 170,890	27.7
6C Transponders	$ 24,977	$ 50,000	$ 25,023	50.0
Other Services	$ -	$ 50,000	$ 50,000	100.0
Utilities	$ 83,008	$ 106,270	$ 23,262	21.9
Office Expense	$ 19,220	$ 217,500	$ 198,280	91.2
Bad Debt Expense	$ 34,426	$ -	$ (34,426)	N/A
Miscellaneous [2]	$ 37,822	$ 118,943	$ 81,121	68.2
Leases	$ 431,646	$ 431,078	$ (569)	(0.1)
Total operating expenses	$ 13,171,496	$ 14,258,653	$ 1,087,157	7.6
Depreciation and Amortization [3]	$ 4,390,116	$ -	$ (4,390,116)	N/A
Operating income (loss)	$ 41,180,195	$ 36,361,253	$ 4,818,942	13.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	$ 344,642	$ 450,938	$ (106,296)	(23.6)
Interest Income	$ 13,481,538	$ 6,601,014	$ 6,880,524	104.2
Interest Expense	$ (924,471)	$ (633,344)	$ (291,127)	(46.0)
Other	$ 12,329	$ -	$ 12,329	N/A
Total nonoperating revenues (expenses)	$ 12,914,038	$ 6,418,608	$ 6,495,430	(101.2)
Transfers In	$ -	$ -	$ -	N/A
Transfers Out [4]	$ (11,890,954)	$ (1,060,000)	$ (10,830,954)	(1,021.8)
Net income (loss)	**$ 42,203,279**	**$ 41,719,861**	**$ 483,418**	**1.2**

[1]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.

[2]Miscellaneous expenses include: Bank Service Charge, travel, mileage, training & registration fees.

[3]Depreciation and amortization are not budgeted items.

[4]Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for March 2026 was 1,826,781 representing a daily average of 58,928 vehicles. This reflects a 0.9 percent increase in gross transactions compared to the same period last year, which totaled 1,809,655. Full toll lane transactions grew by seven percent compared to the same period last year. The HOV3+ lane transactions decreased by 17.9 percent compared to the same period last year. The reduction in the HOV3+ lane transactions is due to the implementation of the ODS. Potential toll revenue for March was $9,499,794, representing an increase of 11.4 percent from the prior year's total of $8,529,583. Revenue increased due to the seven percent increase in full toll lane transactions. The increase in full toll lane transactions contributed to an increase in average revenue per transaction from $4.71 last year to $5.20 this year. The HOV3+ percentage for March was 19.8 percent, compared to 24.4 percent during the same period last year.

MTD traffic and revenue data are summarized in the table below. The following table of transaction and revenue statistics represents all transactions on the RCTC 91 EL, including the Express Lanes Connectors, and associated potential revenue for the month of March 2026.

Current MTD as of March 31, 2026

Transaction	MAR-26 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-25 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,464,207	1,005,286	458,921	45.7%	1,368,077	7.0%
3+ Lanes	362,574	405,429	(42,855)	(10.6%)	441,578	(17.9%)
Total Gross Transactions	1,826,781	1,410,715	416,066	29.5%	1,809,655	0.9%
Revenue						
Full Toll Lanes	$9,302,634	$5,358,857	$3,943,777	73.6%	$8,436,966	10.3%
3+ Lanes	$197,160	$0	$197,160		$92,617	112.9%
Total Gross Revenue	$9,499,794	$5,358,857	$4,140,937	77.3%	$8,529,583	11.4%
Average Revenue per Transaction						
Average Full Toll Lanes	$6.35	$5.33	$1.02	19.2%	$6.17	3.0%
Average 3+ Lanes	$0.54	$0.00	$0.54		$0.21	157.1%
Average Gross Revenue	$5.20	$3.80	$1.40	36.8%	$4.71	10.4%

The 2026 fiscal YTD traffic volume increased by 1.5 percent, while potential toll revenue decreased by two percent compared to the same period in the prior year. The YTD average revenue per transaction is $4.84. Since August 2025, $1.2 million in toll revenue has been collected from HOV3+ users whom the ODS determined were not carpooling. This revenue is included in the 3+ lane potential toll revenue.

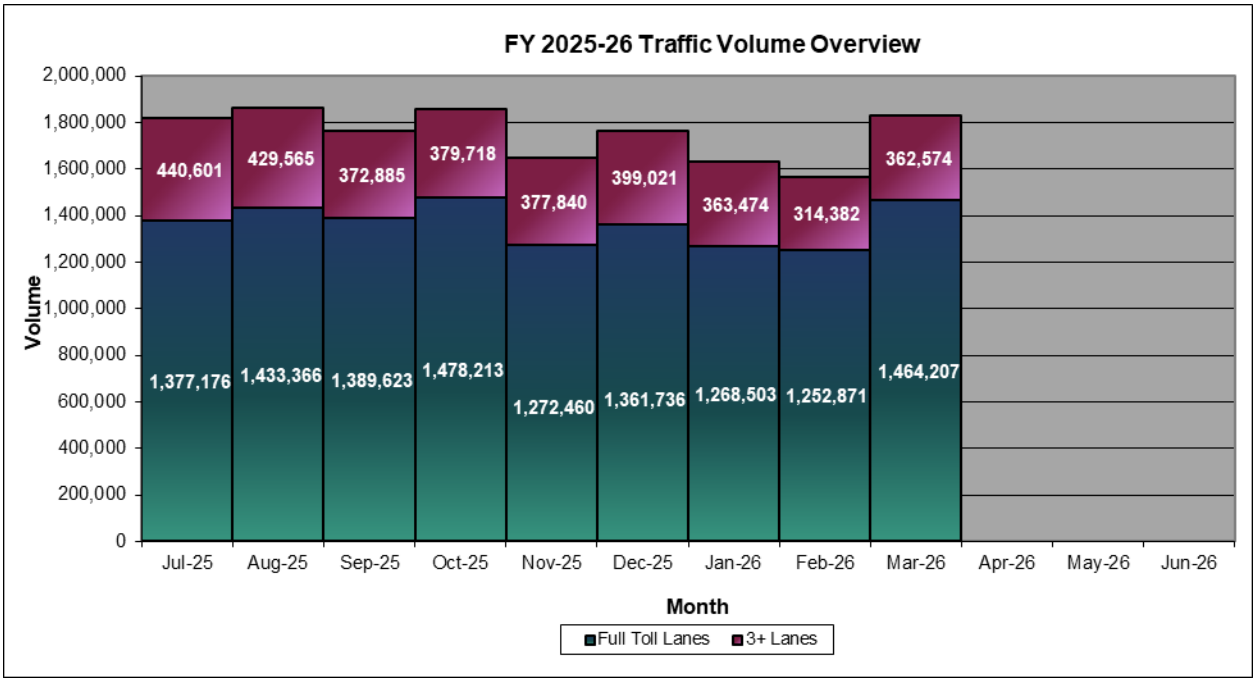
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of transaction and revenue statistics represents all transactions on the RCTC 91 EL, and the associated potential revenue for the period from July 2025 through March 2026.

FY 2025-26 YTD as of March 31, 2026

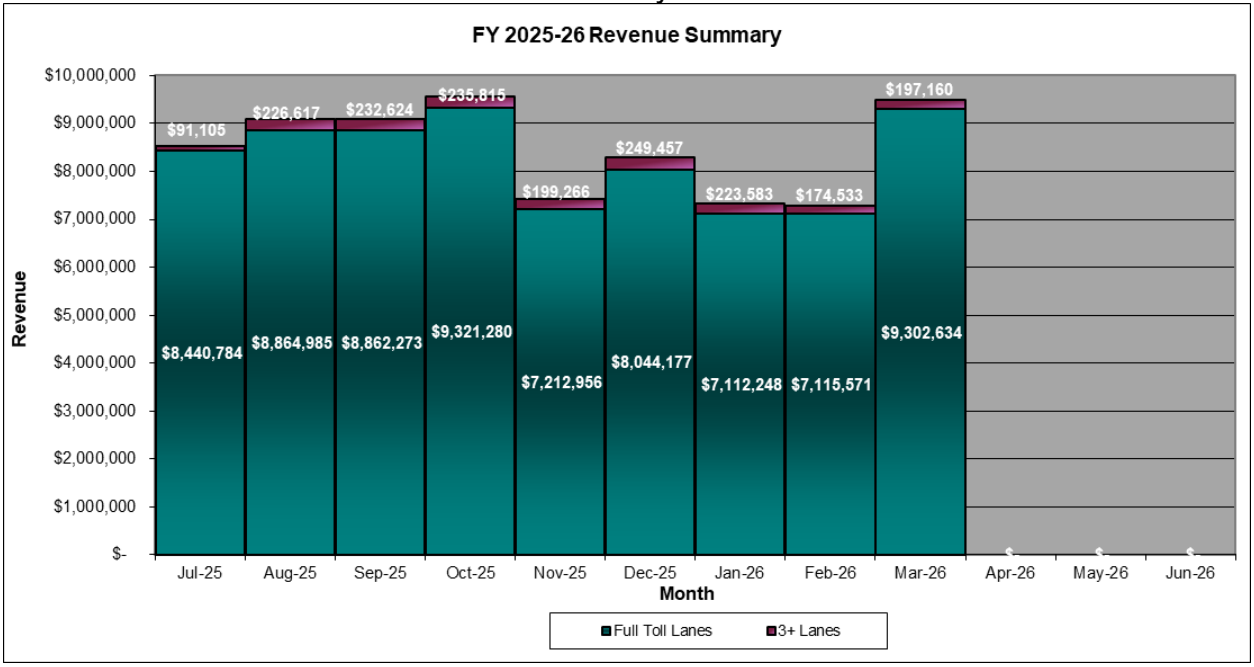
Transaction	FY 2025-26 YTD Actual (7/2025-3/2026)	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual (7/2024-3/2025)	Yr-to-Yr % Variance
Full Toll Lanes	12,298,155	8,464,714	3,833,441	45.3%	11,679,648	5.3%
3+ Lanes	3,440,060	3,320,143	119,917	3.6%	3,830,506	(10.2%)
Total Gross Transactions	15,738,215	11,784,857	3,953,358	33.5%	15,510,154	1.5%
Revenue						
Full Toll Lanes	$74,276,907	$42,798,857	$31,478,050	73.5%	$76,878,844	(3.4%)
3+ Lanes	$1,830,160	$0	$1,830,160		$759,827	140.9%
Total Gross Revenue	$76,107,066	$42,798,857	$33,308,209	77.8%	$77,638,671	(2.0%)
Average Revenue per Transaction						
Average Full Toll Lanes	$6.04	$5.06	$0.98	19.4%	$6.58	(8.2%)
Average 3+ Lanes	$0.53	$0.00	$0.53		$0.20	165.0%
Average Gross Revenue	$4.84	$3.63	$1.21	33.3%	$5.01	(3.4%)

RCTC Traffic and Revenue Summary

The chart below reflects the breakdown of total transactions between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 104 calls during the month of March. Of those, 85 were to assist disabled vehicles, eight involved debris removal, and 11 were in response to accidents affecting the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes
Operating Statement

	YTD as of :	3/31/2026	YTD Variance	
Description	**Actual[1]**	**Budget**	**Dollar $**	**Percent (%)**
Operating revenues:				
Toll Revenue	$ 67,291,155.85	$ 63,888,750.00	$ 3,402,405.85	5.3
Fee Revenue	10,327,416.06	7,174,500.00	3,152,916.06	43.9
Total operating revenues	77,618,571.91	71,063,250.00	6,555,321.91	9.2
Operating expenses:				
Salaries and Benefits	859,477.79	975,075.00	115,597.21	11.9
Legal Services	50,778.42	75,000.00	24,221.58	32.3
Advisory Services	18,259.50	151,500.00	133,240.50	87.9
Audit and Accounting Fees	38,967.00	29,250.00	(9,717.00)	(33.2)
Service Fees	9,816.60	13,875.00	4,058.40	29.2
Other Professional Services	617,789.88	543,675.00	(74,114.88)	(13.6)
Lease Expense	265,094.60	397,650.00	132,555.40	33.3
Operations	3,959,848.96	4,440,900.00	481,051.04	10.8
Utilities	92,658.85	101,400.00	8,741.15	8.6
Supplies and Materials	2,562.70	1,500.00	(1,062.70)	(70.8)
Membership and Subscription Fees	26,229.00	30,750.00	4,521.00	14.7
Office Equipment & Furniture (Non-Capital)	-	63,750.00	63,750.00	100.0
Maintenance/Repairs	292,321.38	415,200.00	122,878.62	29.6
Training Seminars and Conferences	5,947.50	6,750.00	802.50	11.9
Transportation Expenses	2,409.29	2,850.00	440.71	15.5
Lodging	3,515.33	4,125.00	609.67	14.8
Meals	474.11	2,625.00	2,150.89	81.9
Other Staff Expenses	270.38	375.00	104.62	27.9
Advertising	4,613.35	37,500.00	32,886.65	87.7
Program Management	32,594.11	53,250.00	20,655.89	38.8
Program Operations	7,151,346.74	12,525,900.00	5,374,553.26	42.9
Litigation Settlement	-	3,750.00	3,750.00	100.0
Furniture & Equipment	107,668.28	101,250.00	(6,418.28)	(6.3)
Improvements	195,642.64	498,750.00	303,107.36	60.8
Bad Debt Expense	34,418.03	93,750.00	59,331.97	63.3
Total operating expenses	13,772,704.44	20,570,400.00	6,797,695.56	33.0
Operating income (loss)	63,845,867.47	50,492,850.00	13,353,017.47	26.4
Nonoperating revenues (expenses):				
Interest Revenue	2,293,165.99	2,924,625.00	(631,459.01)	21.6
Other Miscellaneous Revenue	69,617.08	-	69,617.08	N/A
Principal Expense	-	(3,656,250.00)	3,656,250.00	(100.0)
Interest Expense	(16,665,968.82)	(16,650,750.00)	(15,218.82)	0.1
Total nonoperating revenues (expenses)	(14,303,185.75)	(17,382,375.00)	3,079,189.25	17.7
Transfers In	-	-	-	N/A
Transfers Out	(759,900.00)	(53,924,025.00)	53,164,125.00	(98.6)
Net income (loss)	**$ 48,782,781.72**	**$ (20,813,550.00)**	**$ 69,596,331.72**	**(334.4)**

[1] Unaudited

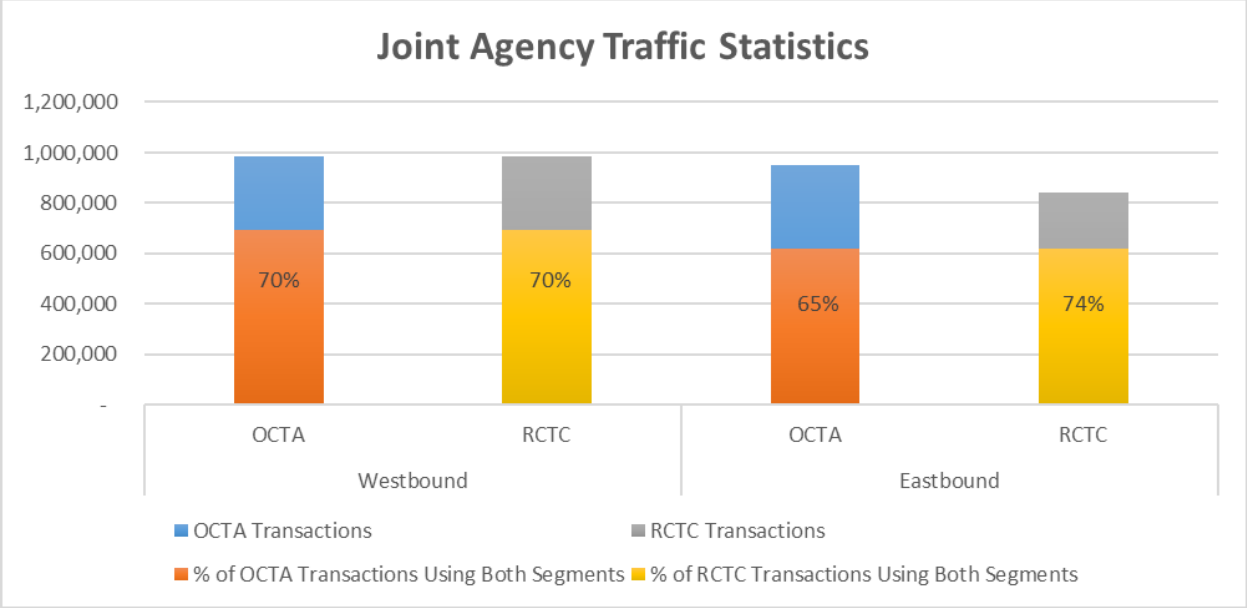
JOINT AGENCY TRANSACTION AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2026**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	984,436	691,120	70%	$3,071,815
RCTC	983,070	691,120	70%	$5,415,336
Eastbound				
OCTA	951,395	620,644	65%	$3,513,968
RCTC	843,711	620,644	74%	$4,084,458

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY BACK-OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE

OCTA and RCTC staff continue to closely monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA), as well as the performance of the CSC. In March, the BOS experienced issues that affected customer notifications, collection fees, reports, file exchanges, and walk-in center operations. CUSA resolved the issues and appropriately reflected them in the monthly scorecard.

Within the CSC, CUSA failed to meet the Key Performance Indicators (KPIs) for Average Speed of Answer (KPI 5), Abandon Rate (KPI 6), Accuracy of Customer Request Resolution (KPI 13), and Reason Code Accuracy (KPI 14). CUSA missed KPI 5 twice and KPI 6 once during the month of March. CUSA inaccurately resolved six of the 100 sampled customer cases and applied an incorrect reason code in three of the 100 cases reviewed for the month. To address these issues, staff will review KPI penalties and work with CUSA to ensure all customer cases are resolved accurately and promptly. Staff will continue to provide regular operational updates and address any ongoing performance deficiencies.

JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MARCH 2026 PERFORMANCE
Customer Service		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	20 of 22 days met (Monthly compliance 91%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	21 of 22 days met (Monthly compliance 95%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.87
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	22 of 22 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	22 of 22 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	22 of 22 days met (Monthly compliance 100%)
Mail Performance		
Processing Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	22 of 22 days met (Monthly compliance 100%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	22 of 22 days met (Monthly compliance 100%)
Accounting		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	22 of 22 days met (Monthly compliance 100%)

Each performance measure is assigned a non-compliance point value. Failure to meet a performance measure results in the application of the associated non-compliance points to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the customer service invoice for the month is adjusted by the corresponding penalty percentage.

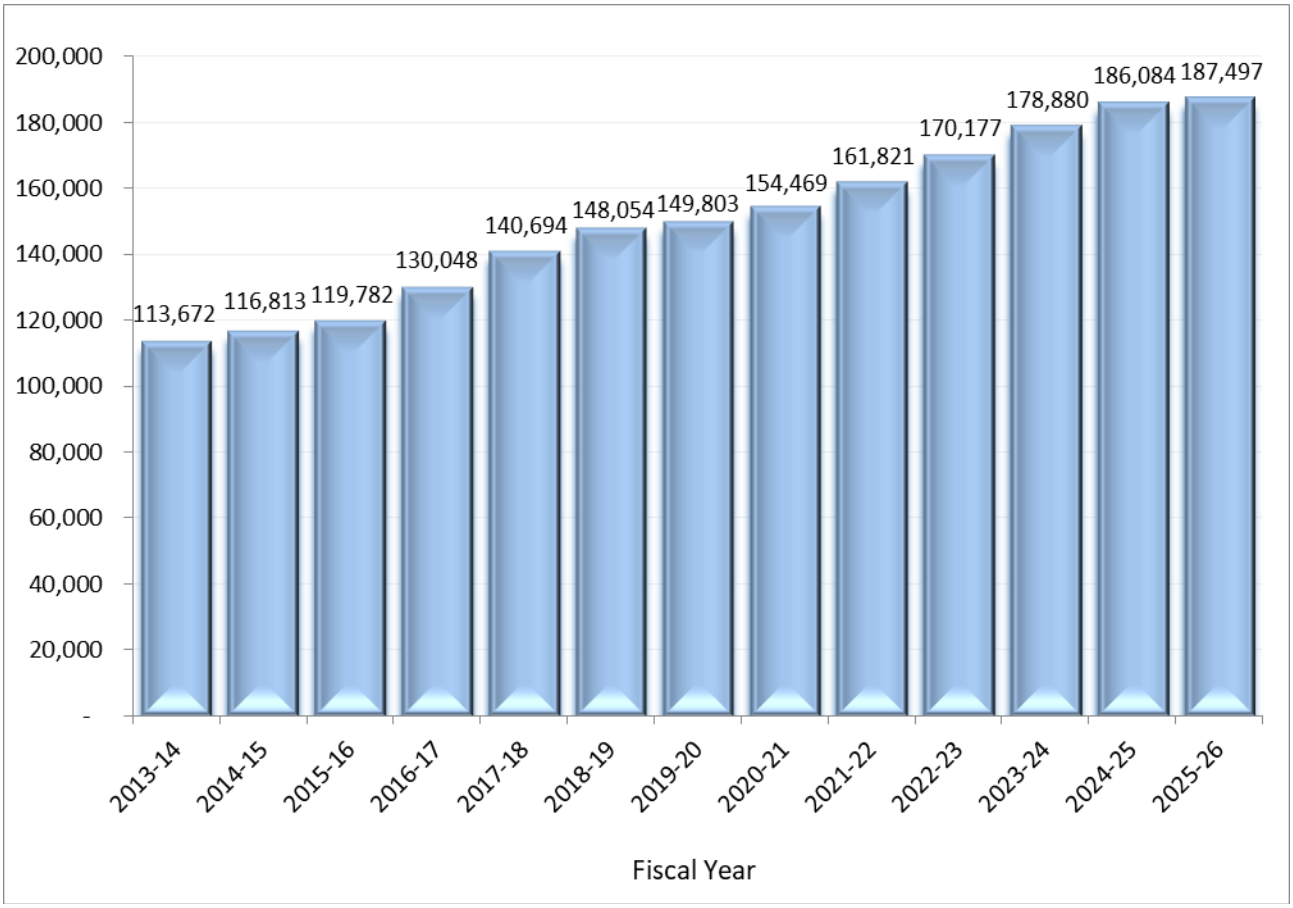
JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	March 26		February 26		FY 2025-26	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	2,151	24%	1,463	19%	1,664	20%
Additional Tags to Existing Accounts	6,850	76%	6,076	80%	6,527	79%
Replacement Transponders	4	0%	54	1%	41	0%
Total Issued	9,005		7,593		8,232	

At the end of March 2026, the 91 EL had 187,497 active customer accounts and 755,529 transponders classified as assigned.

Number of Accounts by FY

As of March 31, 2026



**The leveling off in accounts from fiscal year 2025 to fiscal year 2026 is due to the removal of accounts opened from fraudulent activity in April and May 2025. The contractor noticed the fraudulent activity, and proper action was taken to stop it and correct customer accounts. The removal of approximately 600 accounts was performed at the beginning of July 2025.*

COMMITTEE TRANSMITTAL

June 22, 2026

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, 2026

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 405 Express Lanes Update for the Period Ending - March 31, 2026

Overview

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced on December 1, 2023. During the month of March 2026, transactions increased 14.3 percent while trips grew by 8.4 percent on the 405 Express Lanes. For the quarter-ending March, transactions totaled 18.0 million and trips were 4.5 million. This report focuses on the operational and financial activities for the period ending March 31, 2026.

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 2026 totaled 6,690,386, which represents a daily average of 215,819 transactions. This is a 14.3 percent increase in transactions from the same period last year when transactions totaled 5,854,589. In looking at the 12-month period ending March 2026, transactions totaled 73.9 million. Traffic in the northbound direction accounted for 53.5 percent of the transactions and the southbound direction accounted for 46.5 percent.

The transactions corresponded to 1,657,233 trips or 53,459 average daily trips. This is an 8.4 percent increase in trips from the same period last year. In looking at the 12-month period ending March 2026, trips totaled 18.5 million.

The carpool percentage (two person high-occupancy vehicles and three or more high-occupancy vehicles) for the period ending March 2026 was 26.0 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 2026, GPTR for the 405 EL was $4,805,416, and for the 12-month period ending of March 2026, the amount totaled $51,197,532.

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 in the 405 EL, there were no toll adjustments during the quarter-end period of March 2026. As of the end of March 2026, toll rates for a full-length trip ranged from a minimum of $2.65 to a maximum of $25.95.

Number of Accounts and Transponders

The number of active accounts on the 405 EL totaled 28,431 and 63,270 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, 2026, the outstanding amount for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan totaled $650 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 provider for the 405 EL. Quarterhill (QH), as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. Although go-live was achieved in December 2023, WSP/QH has yet to deliver a BOS with full system functionalities. The delay in implementing some of the functionalities has resulted in WSP/QH being unable to meet some key performance indicators.

During the month of March 2026, some of the operational key performance indicators were not met. These include timeliness of case resolution, payment processing, and processing customer refunds. The performance indicators were not met due to higher-than-forecasted cases, process workflow adjustments, and other system issues. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

Since go-live, staff, in conjunction with the project management consultant for the 405 EL, have worked with the WSP/QH team to resolve system defects and software issues, while supporting system design, testing, and implementation of new software functionalities.

Summary

The operational report for the 405 Express Lanes for the period ending March 31, 2026, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachment

A. 405 Express Lanes Status Report, March 2026

Prepared by:



Kirk Avila
General Manager,
Express Lanes Programs
(714) 560-5674

ATTACHMENT A

Orange County Transportation Authority

Status Report
March 2026

As of March 31, 2026

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 2026 totaled 6,690,386, representing a daily average of 215,819 transactions. Traffic in the northbound direction accounted for 53.5 percent of the transactions, and the southbound direction accounted for 46.5 percent. The total transactions corresponded to 1,657,233 trips, of which 37.8 percent were full-segment trips. Average daily trips for the month totaled 53,459 vehicles. Gross potential toll revenue for March 2026 was $4,805,416.

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 March 2026, as well as fiscal YTD totals for the period from July 2025 through March 2026.

Current MTD as of March 31, 2026

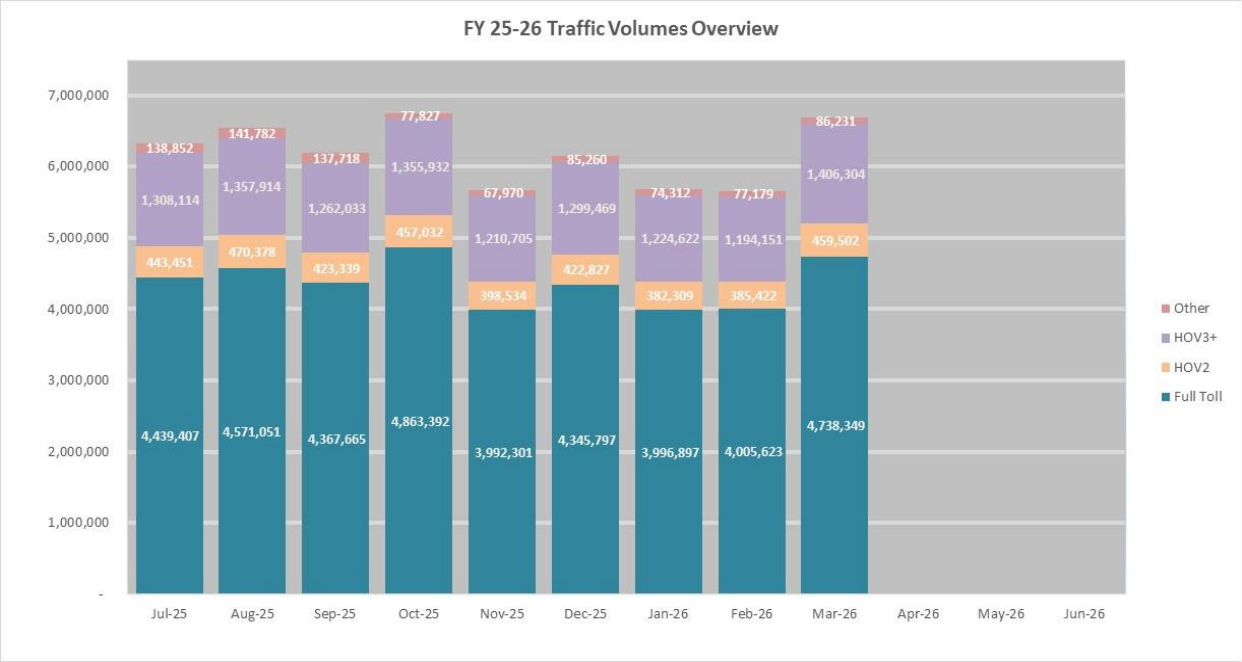
Transactions	Mar 26 MTD Actual	Mar 25 MTD Actual	Yr-to-Yr % Variance
Full Toll	4,738,349	4,187,030	13.2%
Two Persons High Occupancy Vehicle (HOV2)	459,502	408,302	12.5%
Three or More Persons High Occupancy Vehicle (HOV3+)	1,406,304	1,075,448	30.8%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	86,231	183,809	-53.1%
Total Transactions	6,690,386	5,854,589	14.3%
Trips			
Full Toll	1,198,061	1,121,394	6.8%
Two Persons High Occupancy Vehicle (HOV2)	107,986	97,362	10.9%
Three or More Persons High Occupancy Vehicle (HOV3+)	327,570	258,249	26.8%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	23,616	52,347	-54.9%
Total Trips	1,657,233	1,529,352	8.4%
Revenue			
Full Toll	$ 4,541,752	$ 3,558,328	27.6%
Special Rate (Clean Air Vehicles and Peak HOV2)	$ 263,663	$ 289,011	-8.8%
Total Gross Potential Toll Revenue	$ 4,805,416	$ 3,847,339	24.9%

Fiscal Year (FY) 2025-26 YTD as of March 31, 2026

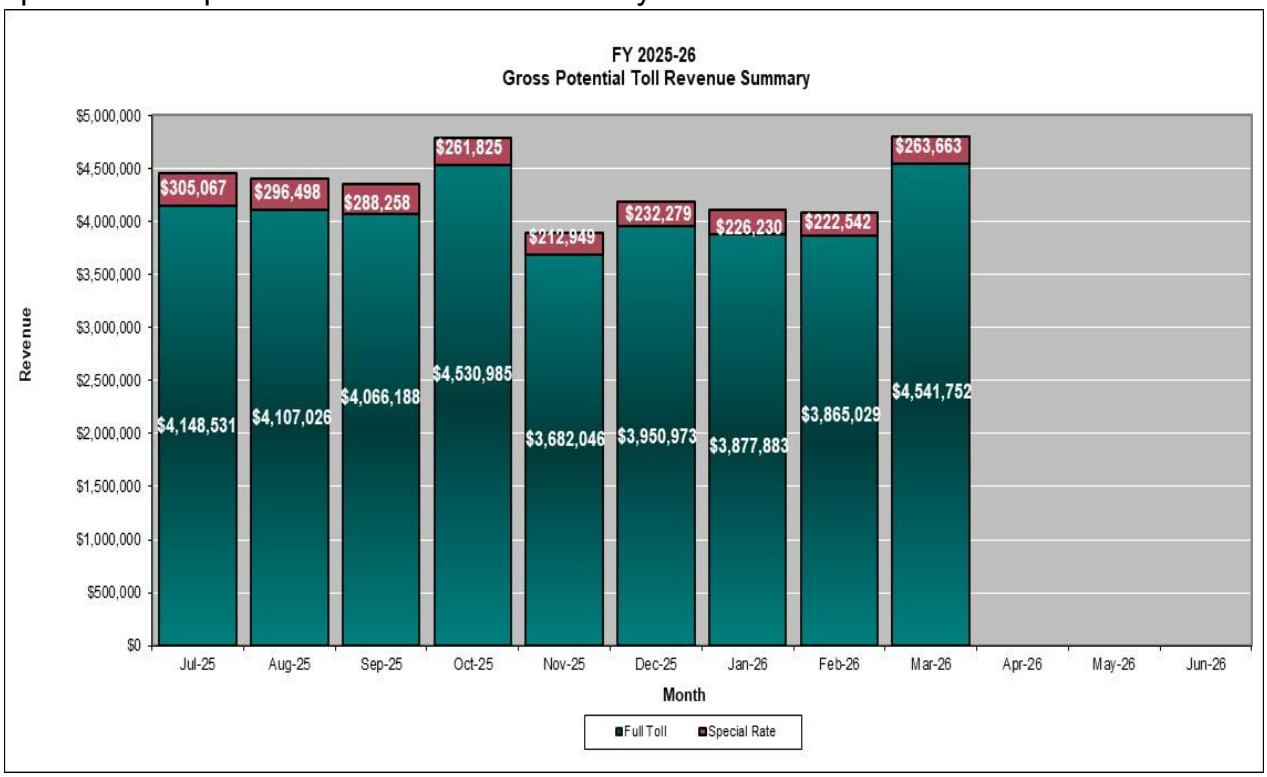
Transactions	FY 2025-26 YTD Actual
Full Toll	39,320,482
Two Persons High Occupancy Vehicle (HOV2)	3,842,794
Three or More Persons High Occupancy Vehicle (HOV3+)	11,619,244
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	887,131
Total Transactions	55,669,651
Trips	
Full Toll	10,052,662
Two Persons High Occupancy Vehicle (HOV2)	904,012
Three or More Persons High Occupancy Vehicle (HOV3+)	2,721,683
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	246,931
Total Trips	13,925,288
Revenue	
Full Toll	$ 36,770,414
Special Rate (Clean Air Vehicles and Peak HOV2)	$ 2,309,312
Total Gross Potential Toll Revenue	$ 39,079,726

405 EXPRESS LANES TRANSACTIONS AND REVENUE SUMMARY

The chart below reflects the breakdown of traffic volumes between full toll transactions and special rate transactions for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll trips and special rate trips for FY 2025-26 on a monthly basis.



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 56 calls during the month of March. Of those, 42 were to assist disabled vehicles, 11 addressed traffic hazards, and three involved 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 (CSC) operations 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 CSC operations began preparations and officially went live in December 2023. Although go-live was achieved in December 2023, WSP/ETC have yet to deliver a BOS with full system functionality. The delay in implementing certain functionalities has resulted in WSP/ETC being unable to meet specific key performance indicators (KPIs). Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the invoice for the month is adjusted by the corresponding penalty percentage.

During the month of March 2026, some of the operational KPIs were not met. These included timeliness of case resolution, payment processing, and processing of customer refunds. The performance indicators were not met due to higher-than-forecasted case volumes, process workflow adjustments, and other system-related issues.

Since go-live, staff, in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve system defects and software issues while supporting system design, testing, and implementation of new software functionalities.

FINANCIAL HIGHLIGHTS

405 Express Lanes
Operating Statement

	YTD as of :	3/31/2026	YTD Variance	
Description	**Actual [1]**	**Budget [1]**	**Dollar $**	**Percent (%)**
Operating revenues:				
Toll Revenue	$ 36,824,075	$ 32,318,616	$ 4,505,459	13.9
Fee Revenue	$ 6,994,067	$ 4,099,749	$ 2,894,318	70.6
Total operating revenues	$ 43,818,141	$ 36,418,364	$ 7,399,777	20.3
Operating expenses:				
Contracted Services	$ 5,273,900	$ 11,386,495	$ 6,112,595	53.7
Administrative Fee	$ 2,406,663	$ 2,822,790	$ 416,127	14.7
Other Professional Services	$ 4,434,265	$ 2,267,015	$ (2,167,250)	(95.6)
Credit Card Processing Fees	$ 742,502	$ 1,124,550	$ 382,048	34.0
Toll Road Account Servicing	$ -	$ 374,850	$ 374,850	100.0
Other Insurance Expense	$ 132,586	$ 316,727	$ 184,141	58.1
Toll Road Maintenance Supply Repairs	$ 507,686	$ 684,760	$ 177,074	25.9
Patrol Services	$ 724,435	$ 1,025,820	$ 301,385	29.4
Building Equipment Repairs and Maint	$ 2,137,580	$ 2,040,650	$ (96,930)	(4.7)
6C Transponders	$ -	$ 18,750	$ 18,750	100.0
Other Services	$ 1,250	$ 493,303	$ 492,053	99.7
Utilities	$ 87,986	$ 145,115	$ 57,129	39.4
Office Expense	$ 723,272	$ 877,176	$ 153,904	17.5
Bad Debt Expense	$ -	$ -	$ -	N/A
Miscellaneous [2]	$ 24,440	$ 55,199	$ 30,759	55.7
Leases	$ 488,143	$ 496,301	$ 8,158	1.6
Total operating expenses	$ 17,684,710	$ 24,129,501	$ 6,444,792	26.7
Depreciation and Amortization [3]	$ 11,611,581	$ -	$ (11,611,581)	N/A
Operating income (loss)	$ 14,521,851	$ 12,288,863	$ 2,232,988	18.2
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	$ 43,114	$ -	$ 43,114	N/A
Interest Income	$ 1,319,207	$ 3,699,272	$ (2,380,065)	(64.3)
Interest Expense	$ (5,266,115)	$ -	$ (5,266,115)	N/A
Other	$ -	$ -	$ -	N/A
Total nonoperating revenues (expenses)	$ (3,903,794)	$ 3,699,272	$ (7,603,066)	205.5
Transfers In	$ -	$ -	$ -	N/A
Transfers Out [4]	$ 0	$ (11,031,350)	$ 11,031,350	100.0
Net income (loss)	**$ 10,618,057**	**$ 4,956,786**	**$ 5,661,271**	**114.2**

[1]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.

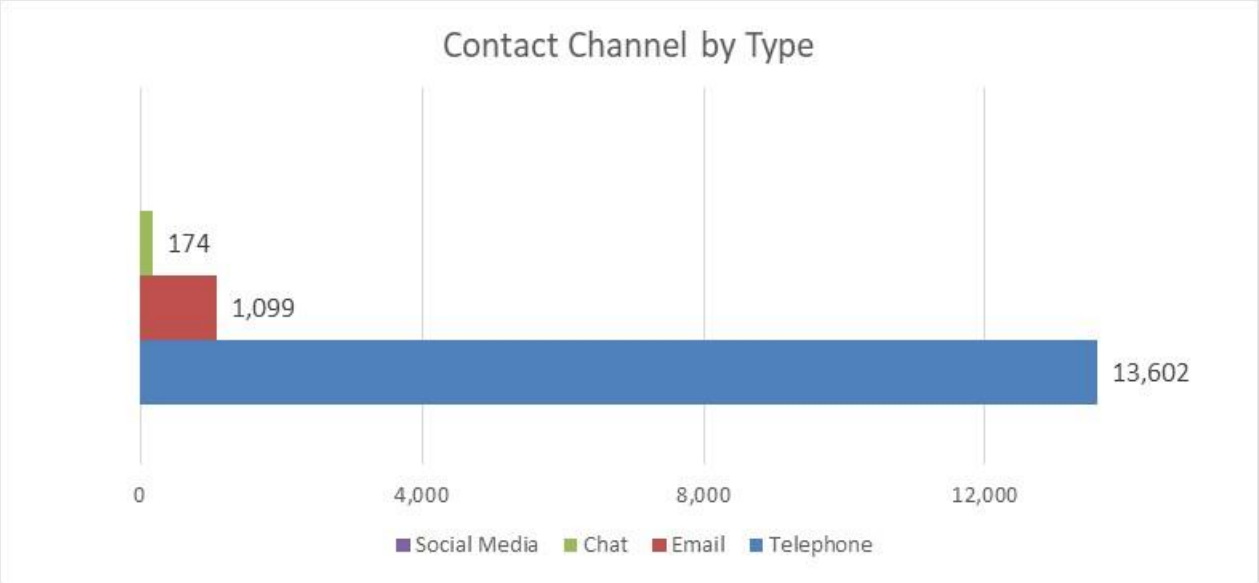
[2]Miscellaneous expenses include: Bank Service Charge, Travel, Mileage, Business Expenses

[3]Depreciation and amortization are not budgeted items.

[4]Transfers Out budgeted for capital assets purchase.

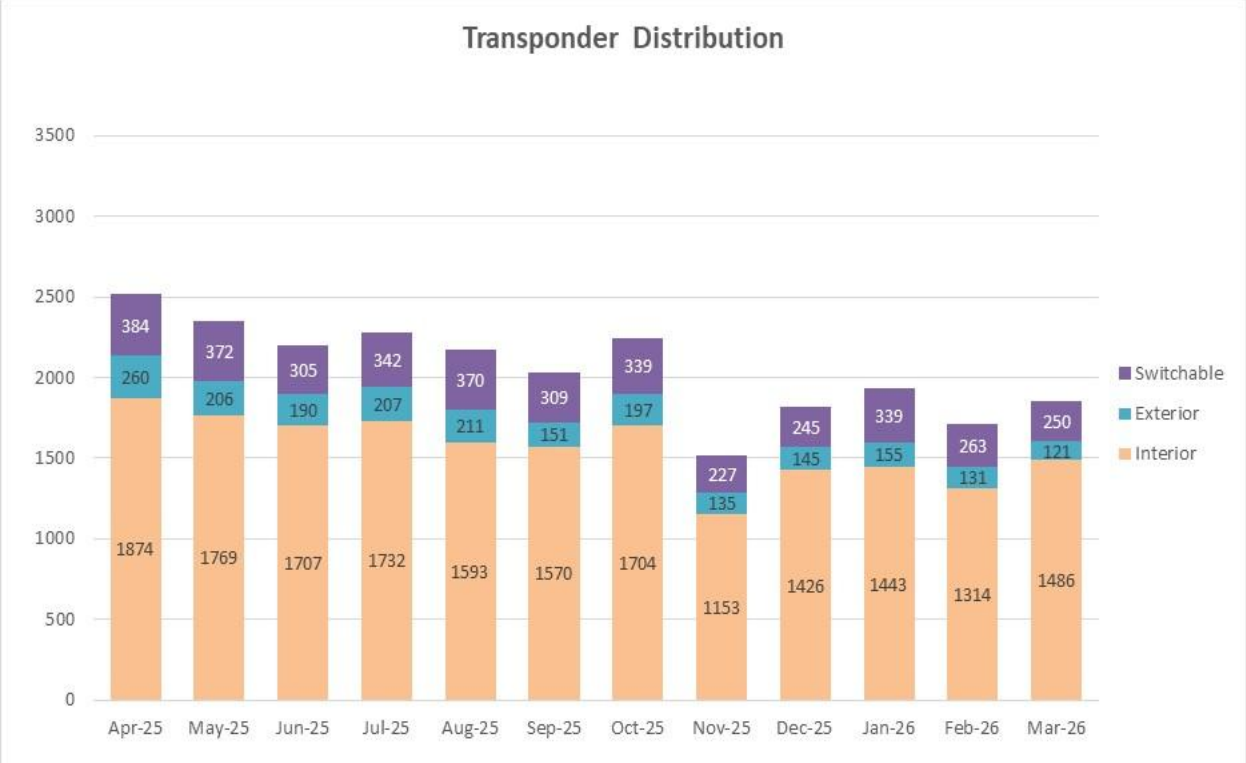
CUSTOMER SERVICE CENTER ACTIVITIES

For the month of March, the customer service center received 14,875 contacts by various channels. The chart below depicts the number of contacts received by channel type.



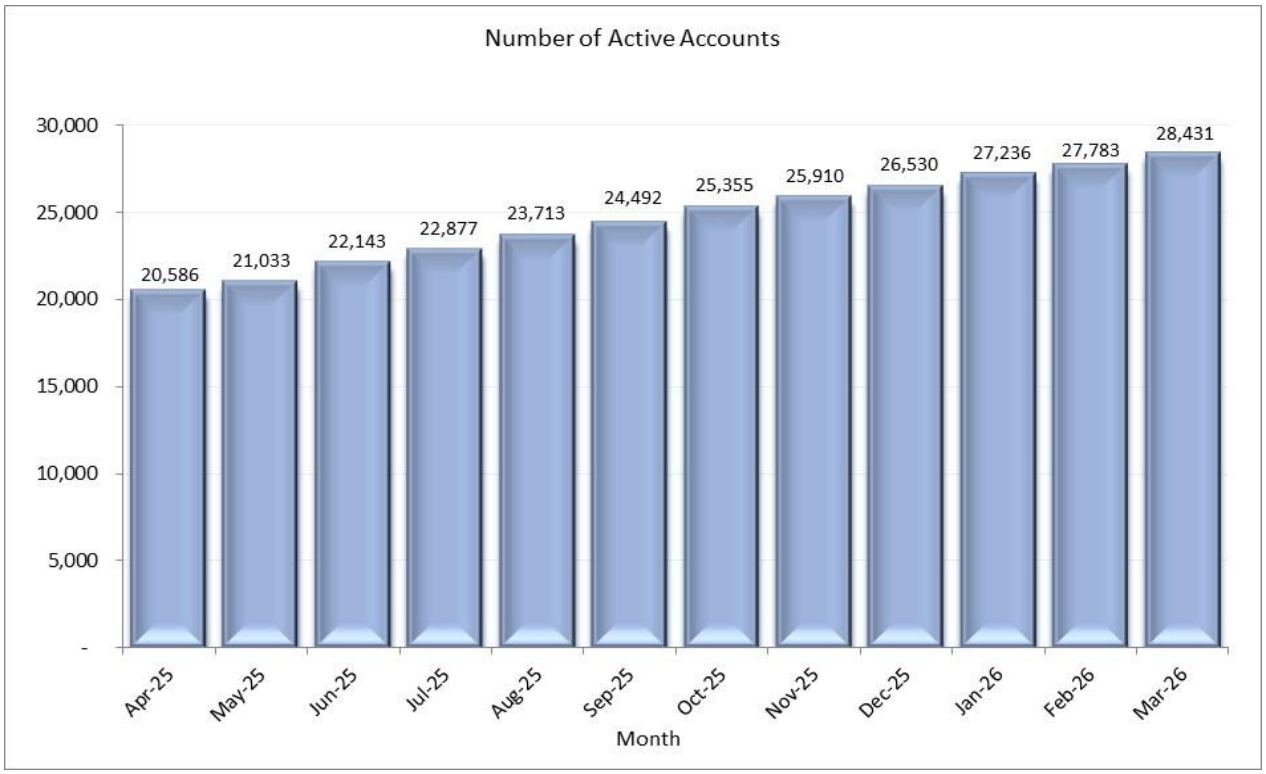
405 EXPRESS LANES TRANSPONDER DISTRIBUTION

The chart below reflects the number and types of transponders issued by the 405 EL by month. As of March 31, 2026, the 405 EL had issued 63,270 transponders.



NUMBER OF ACTIVE ACCOUNTS BY MONTH

As of March 31, 2026, the 405 EL had 28,431 active customer accounts.



KEY PERFORMANCE STATISTICS

The table below reflects the key performance statistics for the month of March 2026.

REPORTING REQUIREMENT	PERFORMANCE STANDARD	March 2026 PERFORMANCE	
Customer Service			
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	22 of 22 days met	
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	22 of 22 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 4.74	
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	22 of 22 days met	
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	21 of 22 days met	*
	Per business day, in which 98% of cases are resolved within five (5) business days	22 of 22 days met	
Mail Performance			
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	22 of 22 days met	
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	17 of 22 days met	**
Accounting			
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	3 of 22 days met	***

* The performance measure was not met due to a high volume of cases received late in the day, resulting in spillover to the next business day and impacting same-day resolution targets.

** The performance measure was not met due to system-related constraints requiring manual intervention, which increased processing time and delayed completion within the required two-business-day timeframe.

***The performance measure was not met due to temporary processing delays associated with system enhancements, process workflow adjustments, and staff cross-training initiatives.

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

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Annual Update to Investment Policy

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

A. Adopt the Fiscal Year 2026-27 Investment Policy, effective July 1, 2026.

B. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2026-27.

OCTA

June 16, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Annual Update to Investment Policy

Overview

The Treasurer is presenting the Orange County Transportation Authority's Proposed Fiscal Year 2026-27 Investment Policy. The governing body of a local agency is required to annually renew the delegation of authority for the Treasurer to invest, reinvest, purchase, exchange, sell, or manage public funds for a period of one year. Additionally, and as recommended under California Government Code Section 53646(a)(2), the Orange County Transportation Authority is submitting its Proposed Fiscal Year 2026-27 Investment Policy to be reviewed at a public meeting.

Recommendations

A. Adopt the Fiscal Year 2026-27 Investment Policy, effective July 1, 2026.

B. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2026-27.

Background

The Investment Policy (Policy) sets forth the guidelines for all Orange County Transportation Authority (OCTA) investments that must conform to the California Government Code (Code). The main objectives of the Policy continue to be the preservation of capital, liquidity, diversification, and a market average rate of return through economic cycles.

The Policy is reviewed, updated, and approved by the Board of Directors (Board) at least annually. However, relevant changes to the Code may warrant amendments to the Policy throughout the year.

Discussion

The Proposed Fiscal Year 2026-27 Policy is being submitted for review and adoption by the Board. OCTA's four investment managers performed an objective evaluation of the policy as it relates to effectiveness and risk. New legislation was enacted, resulting in updates to the Policy.

OCTA's investment managers reviewed the Policy and provided feedback during the annual review process. Staff considered that feedback and incorporated changes deemed appropriate, while preserving OCTA's current risk framework and providing sufficient flexibility to navigate the fixed-income market.

The proposed updates are summarized below and are intended to align the Policy with the Code and recent statutory changes.

- Amend the table for authorized investments, issuer concentration, and maturity restrictions under Section 11, Permitted Investments, to extend maximum maturity of commercial paper from 270 days to 397 days, consistent with updates to the Code.

- Extend the sunset period from January 1, 2026 to January 1, 2031, related to low-interest rate U.S. Government securities under Section 12, Prohibited Investment Vehicles and Practices, consistent with updates to the Code.

The Proposed Fiscal Year 2026-27 Policy can be found in Attachment A, and for reference, a redlined copy of the Policy (reflecting all proposed changes, including minor adjustments) can be found in Attachment B.

Next Steps

If the Board approves the Proposed Fiscal Year 2026-27 Policy, a copy of the final Policy will be provided to each portfolio manager. Each portfolio manager will be required to acknowledge receipt and understanding of the Policy changes.

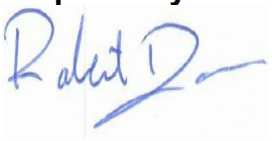
Summary

California Government Code Section 53646(a)(2) recommends that local agencies annually review their Investment Policy at a public meeting. The Treasurer is submitting the Orange County Transportation Authority's Proposed Fiscal Year 2026-27 Investment Policy for approval by the Board of Directors. Further, the Orange County Transportation Authority requests approval by the Board of Directors, authorizing the Treasurer, for a period of one year, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2026-27.

Attachments

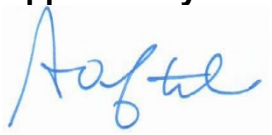
A. Orange County Transportation Authority Fiscal Year 2026-27 Investment Policy, July 1, 2026
B. Redlined Copy of Orange County Transportation Authority's Proposed Fiscal Year 2026-27 Investment Policy, July 1, 2026

Prepared by:



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

Approved by:



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

ATTACHMENT A

Orange County Transportation Authority
Fiscal Year 2026-27 Investment Policy
July 1, 2026

1. PURPOSE

This Investment Policy (Policy) sets forth the investment guidelines for all funds of the Orange County Transportation Authority (OCTA). The objective of this Policy is to ensure OCTA's funds are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return through economic cycles.

Investments may only be made as authorized by this Policy. The Policy conforms to the California Government Code (Code) as well as customary standards of prudent investment management. Irrespective of these policy provisions, should the provisions of the Code be or become more restrictive than those contained herein, such provisions will be considered immediately incorporated into the Investment Policy and adhered to.

2. SCOPE

The Policy applies to the investment of all funds, excluding the investment of employees' retirement funds, separate trusts, Environmental Mitigation Program Endowment Fund, and funds invested separately under Bond Indenture Agreements (Bond Agreements). Bond Funds and Accounts (Bond Funds) shall be invested in the securities permitted by the applicable Bond Agreements. If the Bond Agreements are silent as to the permitted investments, the Bond Funds will be invested in the securities permitted by this Policy. Notwithstanding the other provisions of this Policy, the percentage limitations listed elsewhere in this Policy do not apply to Bond Funds.

3. INVESTMENT OBJECTIVES

The primary objectives, in priority order, of investment activities shall be:

A. **Safety of Principal --** Safety of principal is the foremost objective of OCTA. Each investment transaction shall seek to ensure that capital losses are avoided, whether from institutional default, broker-dealer default, or erosion of market value of the securities.

B. **Liquidity --** It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.

C. **Total Return --** OCTA's portfolio shall be designed to attain a market-average rate of return through economic cycles.

D. **Diversification --** Finally, OCTA shall diversify its portfolio(s) to avoid incurring unreasonable market risks.

4. PRUDENCE

OCTA's Board, or persons authorized to make investment decisions on behalf of OCTA, are trustees and fiduciaries subject to the prudent investor standard.

The standard of prudence to be used by investment officials shall be the "prudent investor" standard as defined in the Code below and shall be applied in the context of managing an overall portfolio. OCTA's investment professionals acting in accordance with the Policy, and exercising due diligence, shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control developments.

The Prudent Investor Standard: When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including but not limited to, the general economic conditions and the anticipated needs of OCTA, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency.

5. ETHICS AND CONFLICTS OF INTEREST

OCTA's officers and employees involved in the investment process shall not participate in personal business activity that conflicts with the proper execution of OCTA's investment program, or which impairs their ability to make impartial investment decisions. OCTA's investment professionals and Treasury/Public Finance Department employees are not permitted to have any material financial interests in financial institutions that conduct business with OCTA, and they are not permitted to have any personal financial/investment holdings that have a material effect on the performance of OCTA's investments.

6. DELEGATION OF AUTHORITY

Authority to manage OCTA's investment program is derived from an order of the Board. Management responsibility for the investment program is hereby delegated to OCTA's Treasurer pursuant to Section 53607 of the Code. On an annual basis, the Board is required to renew the authority of OCTA's Treasurer to invest or reinvest OCTA funds. The Treasurer is hereby authorized to delegate his authority as he determines to be appropriate. No person may engage in an investment transaction except as provided under the terms of this Policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all actions undertaken and shall establish a system of controls to regulate the activities of subordinate professionals.

The Treasurer shall develop administrative procedures and internal control, consistent with this Policy, for the operation of OCTA's investment program. Such procedures shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, or imprudent actions by employees of OCTA.

7. RESPONSIBILITIES

The Finance and Administration (F&A) Committee of the OCTA Board, subject to the approval of the OCTA Board, is responsible for establishing the Policy and ensuring investments are made in compliance with this Policy. This Policy shall be reviewed annually by the Board at a public meeting.

The Treasurer is responsible for making investments and for compliance with this Policy pursuant to the delegation of authority to invest funds or to sell or exchange securities. Pursuant to Section 53607 of the Code, the Treasurer shall make a monthly report to the Board. OCTA provides a monthly report to the F&A Committee and the Board in accordance with Section 53607 of the Code.

The Treasurer is responsible for establishing a procedural manual for OCTA's investment program and for having an annual independent audit performed on OCTA's investments.

8. COMPLIANCE

OCTA has provided each of its portfolio managers with a copy of this Policy as a part of their contract and expects its portfolio managers to invest each portfolio they manage for OCTA in accordance with the provisions of the Policy or the respective Bond Agreements as applicable. When diversification limits are exceeded by a portfolio manager, the Treasurer will document the situation and include a write-up in the monthly Debt and Investment Report to the F&A Committee and the Board.

The OCTA Treasurer is responsible for verifying each portfolio manager's compliance as well as OCTA's entire portfolio's compliance with the provisions of the Policy.

If OCTA's Treasurer, in their sole discretion, finds that a portfolio manager has made an investment that does not comply with the provisions of the Policy, the Treasurer shall immediately notify the portfolio manager of the compliance violation. At that point, the portfolio manager is on probation for a period of one year. The second time a violation occurs while the portfolio manager is on probation, the F&A Committee shall review the error and may request that the portfolio manager responsible for the compliance violation meet with the Chairman of the F&A Committee and the Treasurer as soon as practical at which time it will be decided whether the Board will be notified of the violation.

If OCTA's Treasurer finds that the portfolio manager has made a third investment while on probation that does not comply with the provisions of the Policy, the Treasurer shall notify the Board of the compliance violations. OCTA may terminate services for its convenience at any time by providing at least 30 days written notice.

9. FINANCIAL BENCHMARKS

In order to establish a basis for evaluating investment results, OCTA uses four nationally recognized fixed-income security performance benchmarks to evaluate return on investments.

The Intercontinental Exchange (ICE)/Bank of America Merrill Lynch (BAML) 1-3-year Treasury Index, the ICE/BAML 1–3-year AAA-A U.S. Corporate and Government Index, the ICE/BAML 1-5 year Treasury Index, and the ICE/BAML 1-5 year AAA-A United States (U.S.) Corporate and Government Index benchmarks are used for OCTA's short-term portfolios.

10. SAFEKEEPING AND CUSTODY

To protect against potential losses by collapse of individual securities dealers, all deliverable securities owned by OCTA, including collateral on repurchase agreements, shall be held in safekeeping by a third-party bank trust department acting as agent for OCTA under the terms of a custody agreement executed by the bank and by OCTA. All deliverable securities will be received and delivered using standard delivery-versus-payment procedures.

11. PERMITTED INVESTMENTS

Maturity and Term

All investments, unless otherwise specified, are subject to a maximum stated term of five years. Maturity shall mean the stated final maturity or the mandatory redemption date of the security, or the unconditional put option date if the security contains such a provision. Term or tenure shall mean the remaining time to maturity from the settlement date.

The Board must grant express written authority to make an investment or to establish an investment program of a longer term no less than three months prior to the investment.

Eligible Instruments and Quality

OCTA policy is to invest only in high quality instruments as permitted by the Code, subject to the limitations of this Policy. If a security held in OCTA's portfolio is subsequently placed on "Negative Credit Watch" (Credit Watch) by any of the three primary Nationally Recognized Statistical Rating Organizations (NRSROs), S&P Global Ratings, Moody's Investors Service, Inc., or Fitch Ratings, Inc, or if a security on Credit Watch is purchased in accordance with this Policy, it shall be addressed under the provisions outlined in the Credit Rating Actions section. Percentage holding limits and credit quality minimums in this section apply at the time of purchase.

11-1. OCTA NOTES AND BONDS

Notes and bonds issued by OCTA, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency, or authority of OCTA, which may bear interest at a fixed or floating rate.

11-2. U.S. TREASURY OBLIGATIONS

U.S. Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.

11-3. FEDERAL AGENCY OR U.S. GOVERNMENT SPONSORED ENTERPRISES

Federal agency or U.S. government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or the U.S. government sponsored enterprises.

11-4. MUNICIPAL DEBT

Such instruments defined as being issued by a local or state agency, including:

A. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.

B. Bonds, notes, warrants, or other evidence of indebtedness of a local agency within this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or local agency or by a department, board, agency, or authority of the local agency.

C. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue- producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California.

D. Defeased state and local obligations (as defined in A, B, or C above) as long as the obligations have been legally defeased with State and Local Government Series (SLGS), U.S. Treasury, and U.S. Agency securities and such obligations mature or otherwise terminate within five years of the date of purchase.

11-5. BANKERS ACCEPTANCES

Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank.

11-6. COMMERCIAL PAPER

The entity that issues commercial paper shall meet all of the following conditions in paragraph A or B:

A. Is organized and operating in the U.S. as a general corporation; has total assets in excess of five hundred million dollars ($500,000,000); has debt other than commercial paper, if any, that is rated in the ratings category of A or its equivalent or higher by two NRSROs.

B. Is organized within the U.S. as a special purpose corporation, trust, or LLC; has program wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond; has commercial paper that is rated “A-1” or higher, or the equivalent, by two NRSRO’s.

11-7. NEGOTIABLE CERTIFICATES OF DEPOSIT

Negotiable Certificates of Deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

11-8. REPURCHASE AGREEMENTS

Repurchase agreements collateralized by U.S. Treasuries or Agency securities as defined in the Policy with any registered broker-dealer subject to the Securities Investors Protection Act or any commercial banks insured by the Federal Deposit Insurance Corporation (FDIC) provided:

A. A Securities Industry and Financial Markets Association (SIFMA) master repurchase agreement and a tri-party agreement, if applicable, representing a custodial undertaking in connection with a master repurchase agreement, which governs the transaction and has been signed by OCTA; and

B. the securities are held free and clear of any lien by OCTA's custodian or trustee or an independent third party acting as agent "Agent" for the custodian or trustee, and such third party is (i) a Federal Reserve Bank, or (ii) a bank which is a member of the FDIC and which has combined capital, surplus and undivided profits of not less than $50 million and the custodian or trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for OCTA's custodian or trustee; and

C. a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 C.F.R. 306.1 et seq. or 31 C.F.R. 350.0 et seq. in such securities is created for the benefit of OCTA's custodian or trustee and OCTA; and

D. the Agent provides OCTA's custodian or trustee and OCTA with valuation of the collateral securities no less frequently than weekly and will liquidate the collateral securities if any deficiency in the required 102 percent collateral percentage is not restored within two business days of such valuation.

11-9. MEDIUM-TERM NOTES

Medium-term notes are defined as all corporate and depository institution debt securities issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S.

11-10. MUTUAL FUNDS AND MONEY MARKET MUTUAL FUNDS

Shares of beneficial interest issued by diversified management companies that are mutual funds or money market mutual funds, registered with the Securities and Exchange Commission under the Investment Company Act of 1940, are permitted investments under this Policy, provided that:

A. The fund has attained the highest ranking or the highest letter and numerical rating provided by not less than two NRSROs.

B. The purchase price of shares does not include any commission or sales charge.

C. The total investment in mutual funds and money market mutual funds combined shall not exceed 20 percent of the agency's total portfolio. However, no more than 10 percent of the agency's total portfolio may be invested in any one mutual fund. This limitation does not apply to money market mutual funds

11-11. MORTGAGE OR ASSET-BACKED SECURITIES (NON-AGENCY)

Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass- through certificate, or consumer receivable-backed bond.

Mortgage and asset-backed securities issued or guaranteed by the U.S., its federal agencies and/or government-sponsored enterprises are exempt when calculating the 20% maximum portfolio exposure to mortgage and asset-backed securities.

11-12. SUPRANATIONALS

U.S. dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

11-13. STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)

LAIF is a pooled fund managed by the State Treasurer referred to in Section 16429.1 of the Code. All securities are purchased under the authority of the Code Section 16430 and 16480.4.

11-14. ORANGE COUNTY TREASURY INVESTMENT POOL (OCIP)

The OCIP is a pooled fund managed by the Orange County Treasurer and is comprised of two funds, the Money Market Fund and Extended Fund. The Money Market Fund is invested in cash equivalent securities. The Extended Fund is for cash requirements past one year and is based on the Code Sections 53601 and 53635. These pools are based on the investment requirements detailed in Code Sections 53600 et seq. and 53630 et seq.

11-15. INVESTMENT POOLS

Shares of beneficial interest issued by a joint powers authority organized pursuant to Code Section 6509.7 that invests in the securities and obligations as authorized under the pools investment policy and that comply with the investment restrictions of Code Sections 53600 through 53610 and Section 53630.

11-16. VARIABLE AND FLOATING RATE SECURITIES

Variable and floating rate securities are restricted to investments in securities with a final maturity of not to exceed five years as described above, must utilize traditional money market reset indices such as U. S. Treasury bills, Federal Funds, commercial paper or SOFR (Secured Overnight Financing Rate), and must meet all minimum credit requirements previously detailed in the Policy. Investments in floating rate securities whose reset is calculated using more than one of the above indices are not permitted, i.e. dual index notes.

11-17. BANK DEPOSITS

Bank deposits in California banks which have a minimum short-term rating of A-1, or its equivalent or higher, by a NRSRO. Bank deposits are required to be collateralized as specified under Code Section 53630. The Treasurer shall draft and execute a contract describing provisions for bank deposits, as specified under Code Section 53649.

11-18. DERIVATIVES

Derivatives are to be used as a tool for bonafide hedging investments only where deemed appropriate. Derivatives shall not be used for the purpose of interest rate speculation. Derivative products in any of the eligible investment categories listed above may be permitted. The Treasurer has the sole responsibility for determining which prospective investments are derivatives. Each prospective investment in a derivative product must be documented by the Treasurer as to the purpose and specific financial risk being hedged. Each such investment must be approved by the F&A Committee prior to entering into such investment.

Credit Rating Actions

Rating criteria will apply at the time of purchase of a security and monitored for changes while retained within OCTA's portfolio. A security whose credit rating is on Credit Watch at the time of purchase, has been placed on Credit Watch, or whose credit rating has been downgraded (including downgrades resulting in the rating falling below the minimum credit rating requirements) subsequent to the time of purchase, is not a violation of OCTA's Policy.

For any security, whose credit rating falls below the minimum required rating as per the California Code and the Policy or placed on Negative Credit Watch for imminent downgrade to below the minimum required ratings, the Treasurer will make the decision whether to continue to retain or sell the security. For all other security rating downgrades, and for securities placed on Negative Credit Watch, the decision to retain or sell the security will be left to the investment manager, and OCTA will be notified immediately of the decision along with rationale regarding the decision to retain or sell.

OCTA will notify the Board through its monthly reporting practices of all securities on Credit Watch at the time of purchase, placed on Credit Watch or downgraded during the reporting period. Securities whose credit rating falls below the minimum requirements will be noticed in the monthly debt and investment reports until the security is sold or meets the minimum credit rating requirements.

Diversification and Maturity Restrictions

Diversification and maturity restrictions ensure the portfolio is not unduly concentrated in the securities of one type, industry, entity, or specific maturity thereby assuring adequate portfolio liquidity should one sector or company experience difficulties.

Outside portfolio managers must review the portfolios they manage to ensure compliance with OCTA's diversification guidelines on an ongoing basis.

AUTHORIZED INVESTMENTS, ISSUER CONCENTRATION & MATURITY RESTRICTIONS

Authorized Investments, Issuer Concentration and Maturity Restrictions					
Type of Investment	**CA Code Maximum Maturity**	**CA Code Maximum % of Portfolio**	**CA Code Minimum Quality Requirements**	**OCTA Maximum % of Portfolio***	**OCTA Code Minimum Quality Requirements**
OCTA Notes and Bonds	5 Years	100%	None	25%	Same as CA Code
U.S. Treasury Obligations	5 Years	100%	None	Same as CA Code	Same as CA Code
Federal Agencies or U.S. Government Sponsored Enterprises	5 Years	100%	None	Same as CA Code	Same as CA Code
Municipal Debt	5 Years	100%	None	30% total, no more than 5% by any one issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by an NRSRO
Bankers Acceptances	180 Days	40%, 30% of a single issuer	None	30%, no more than 5% any single issuer	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Commercial Paper	397 Days	40% **	"A-1" rated, or its equivalent or higher by an NRSRO	40%**	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Negotiable Certificates of Deposit	5 Years	30%	None	30%, no more than 5% in any single issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by 2 NRSROs

Repurchase Agreements	1 Year	100%	None	25%	"A" rating category or "A-1"rated, or its equivalent, by 2 NRSROs
Medium-Term Notes**	5 Years	30%**	"A" rating category, or its equivalent or higher, by an NRSRO	30%**	Same as CA Code
Mutual Funds and Money Market Mutual Funds	N/A	20%, 10% of any one mutual fund	"AAA" rated, or its equivalent, by 2 NRSROs	20%, 10% of any one mutual fund	Same as CA Code
Mortgage Pass-Through and Asset-backed Securities (Non-Agency)***	5 Years	20%	"AA" rating category, or its equivalent or higher, by an NRSRO	Same as CA Code	Same as CA Code
Supranationals	5 Years	30%	"AA" rating category, or its equivalent or higher, by an NRSRO	20%, no more than 10% in any single issuer	Same as CA Code
Local Agency Investment Fund (LAIF)****	N/A	$75 million per account	None	$75 million per account	Same as CA Code
Orange County Investment Pool (OCIP)	N/A	100%	None	10%	Same as CA Code
Joint Powers Authority (JPA) Investment Pools	N/A	100%	None	10%	Same as CA Code

* Additional portfolio restrictions include a 5 percent limit on bank deposits and a 30 percent limit on variable and floating rate securities.

** A Combined 10 percent per issuer limit applies to commercial paper and medium-term notes pursuant to the Code. A separate 5 percent per issuer limit applies under this Policy. See the section titled Issuer/Counterparty Diversification Guidelines for all Securities Except U.S. Treasuries and U.S. Government Agency Securities for details.

*** The credit and holding limits under this section do not apply to mortgage-backed or asset backed securities that are issued or guaranteed by federal agencies or government-sponsored enterprises (GSEs).

**** The current deposit limits for the LAIF regular account are set by the California State Treasurer.

Issuer/Counterparty Diversification Guidelines for All Securities Except U.S. Treasuries and U.S. Government Agency Securities

Unless otherwise specified in this policy, any one corporation, bank, local agency, special purpose vehicle or other corporate issuer name for one or more series of securities shall not exceed five percent of the portfolio.

Issuer/Counterparty Diversification Guidelines for OCTA's Debt

OCTA can purchase all or a portion of the OCTA's debt, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate, providing the purchase does not exceed 25 percent of the maximum portfolio.

12. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
- In accordance with Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
- Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited. Except securities backed by the U.S. Government that could result in a zero- or negative-interest accrual if held to maturity are permitted, under a provision sunsetting on January 1, 2031.
- Step-up notes and dual-index notes are prohibited.
- Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
- Purchasing or selling securities on margin is prohibited.
- The use of reverse repurchase agreements, securities lending, or any other form of borrowing or leverage is prohibited.
- The purchase of foreign currency denominated securities is prohibited. Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least $100,000,000 in securities owned and invested.
- The purchase of a security with a forward settlement date exceeding 45 days from the time of the investment is prohibited.

13. SECURITIES SAFE KEEPING

All deliverable security transactions, including collateral for repurchase agreements, entered into by OCTA shall be conducted on a delivery-versus-payment basis. Deliverable securities shall be held by a third-party custodian designated by the Treasurer, evidenced by safekeeping receipts and in compliance with Code Section 53608.

14. BROKER DEALERS

The Treasurer, and investment professionals authorized by the Treasurer, may buy securities from a list of broker dealers and financial institutions that will be periodically reviewed.

Outside portfolio managers must certify, at the outset of their engagement, that they will purchase securities from broker/dealers (other than themselves) or financial institutions in compliance with this Policy.

15. INVESTMENT POLICY REVIEW

This Policy shall be reviewed annually by the F&A Committee of the OCTA Board to ensure its consistency with the overall objectives of preservation of principal, liquidity, yield and diversification, and its relevance to current law and economic trends.

16. DEFINITION OF TERMS

ACCRUED INTEREST: The amount of interest that is earned but unpaid since the last interest payment date.

AGENCY SECURITIES: (See U.S. Government Agency Securities)

ASK PRICE: (Offer Price) The price at which securities are offered from a seller.

ASSET BACKED SECURITIES (ABS): Securities collateralized or backed by receivables such as automobile loans and credit card receivables. The assets are transferred or sold by the company to a Special Purpose Vehicle (SPV) and held in trust. The SPV or trust will issue debt collateralized by the receivables.

BANKERS ACCEPTANCES (BAs): Time drafts which a bank "accepts" as its financial responsibility as part of a trade finance process. These short-term notes are sold at a discount and are obligations of the drawer (the bank's trade finance client) as well as the bank. Once accepted, the bank is irrevocably obligated to pay the BA upon maturity if the drawer does not.

BASIS POINT: When a yield is expressed as X.YZ percent, the YZ digits to the right of the decimal point are known as basis points. One basis point equals 1/100 of one percent. Basis points are used more often to describe changes in yields on bonds, notes and other fixed-income securities.

BID PRICE: The price at which a buyer offers to buy a security.

BOOK ENTRY: The system, maintained by the Federal Reserve, by which most securities are "delivered" to an investor's custodian bank. The Federal Reserve maintains an electronic record of the ownership of these securities and records any changes in ownership corresponding to payments made over the Federal Reserve wire (delivery versus payment). These securities do not receive physical certificates.

BOOK VALUE: The original cost of the investment.

CALLABLE BONDS: A bond issue which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

CAPITAL GAIN/LOSS: The profit or loss realized from the sale of a security.

CERTIFICATES OF DEPOSIT (NEGOTIABLE CDs): A negotiable (marketable or transferable) receipt for a time deposit at a bank or other financial institution for a fixed time and interest rate.

COLLATERAL: Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits in an investment agreement.

COMMERCIAL PAPER (CP): Unsecured promissory notes issued by companies and government entities usually at a discount. Commercial paper is negotiable, although it is typically held to maturity.

COUPON: The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as “interest rate.”

CURRENT YIELD: The annual income from an investment divided by the current market value. Since the mathematical calculation relies on the current market value rather than the investor's cost, current yield is unrelated to the actual return the investor will earn if the security is held to maturity.

CUSTODIAN: A bank or other financial institution that keeps custody of assets in the name of the depositor.

DELIVERY VERSUS PAYMENT (DVP): Delivery of securities with a simultaneous exchange of money for the securities.

DERIVATIVE SECURITY: Financial instrument created from, or whose value depends upon, one or more underlying assets or indexes of asset values.

DISCOUNT: The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as Treasury bills and bankers’ acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

DIVERSIFICATION: An investment principal designed to spread the risk in a portfolio by dividing investments by sector, maturity and quality rating.

DOLLAR-WEIGHTED AVERAGE MATURITY: A calculation that expresses the "average maturity" of an investment portfolio using each investment's maturity weighted by the size or book-value of that investment.

DURATION: A measure of the timing of cash flows, such as the interest payments and principal repayment, to be received from a given fixed-income security.

FEDERAL FUNDS RATE: Interest rate at which banks lend federal funds to each other.

FEDERAL OPEN MARKET COMMITTEE (FOMC): A committee within the Federal Reserve System that determines the direction of monetary policy. The committee decides either to sell securities to reduce the money supply, or to buy government securities to increase the money supply. Decisions made at FOMC meetings will cause interest rates to either rise or fall.

FEDERAL RESERVE SYSTEM: A U.S. centralized banking system which has supervisory powers over the two Federal Reserve banks and about 3,000-member banks.

FITCH Ratings referred to as Fitch: (See Nationally Recognized Statistical Rating Organizations)

INTEREST: The amount earned while owning a debt security, generally calculated as a percentage of the principal amount.

INTEREST RATE RISK: The risk associated with declines or rises in interest rates, which causes the market price of a fixed-income security to increase or decrease in value.

LIQUIDITY: The speed and ease with which an investment can be converted to cash.

MARK-TO-MARKET: The process by where the value of a security is adjusted to reflect current market conditions.

MARKET RISK: The risk that the value of a security will rise or decline as a result in changes in market conditions.

MARKET VALUE: The current market price of a security.

MATURITY: The date that the principal or stated value of an investment becomes due and payable. An investment’s term or remaining maturity is measured from the settlement date to final maturity.

MEDIUM TERM MATURITY CORPORATE SECURITIES: Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

MONEY MARKET: The market in which short-term debt instruments (Treasury bills, discount notes, commercial paper, bankers’ acceptances, etc.) are issued and traded.

MONEY MARKET MUTUAL FUNDS: An investment company that pools money from investors and invests in a variety of short-term money market instruments.

MOODY'S INVESTORS SERVICE, INC. referred to as Moody's: (See Nationally Recognized Statistical Rating Organizations)

MORTGAGE-BACKED SECURITY: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the individual real estate assets are used to pay interest and principal on the bonds.

MUNICIPAL DEBT: Issued by public entities to meet capital needs.

NATIONALLY RECOGNIZED STATISTICAL RATING ORGANIZATIONS (NRSROs): Firms designated by the U.S. Securities and Exchange Commission (SEC) to evaluate the creditworthiness of debt issuers and express their opinions in the form of standardized letter ratings (e.g. AAA, AA, A, BBB, etc.). The three primary NRSROs referenced by OCTA are Standard & Poor's Global Ratings, Moody's Investors Services, Inc., and Fitch Ratings, Inc.

NEGOTIABLE CD: (See Certificates of Deposit)

NET ASSET VALUE (NAV): The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling the fund's assets, which includes securities, cash, and accrued earnings, then subtracting this from the fund's liabilities and dividing by the total number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio.

NON-CALLABLE: Bond that is exempt from any kind of redemption for a stated time period.

OCTA BONDS: Bonds, notes, warrants, or other evidences of indebtedness.

OFFER PRICE: An indicated price at which market participants are willing to sell a security.

PAR VALUE: The amount of principal that must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in $1,000 increments per bond.

PHYSICAL DELIVERY: The delivery of an investment to a custodian bank in the form of a certificate and/or supporting documents evidencing the investment (as opposed to "book entry" delivery).

PORTFOLIO: A group of securities held by an investor.

PREMIUM: The amount by which the price paid for a security exceeds the security's par value.

PRIME RATE: A preferred interest rate charged by commercial banks to their most creditworthy customers.

PRINCIPAL: The face value or par value of an investment.

PURCHASE DATE: See (Trade Date)

REINVESTMENT RISK: The risk that coupon payments (or other payments received) cannot be reinvested at the same rate as the initial investment.

REPURCHASE AGREEMENTS (REPOS): A purchase of securities under a simultaneous agreement to sell these securities back at a fixed price on some future date. This is in essence a collateralized investment, with the difference between the purchase price and sales price determining the earnings.

SAFEKEEPING: Holding of assets (e.g. securities) by a financial institution.

SECURITES & EXCHANCE COMMISSION (SEC): The federal agency responsible for supervising and regulating the securities industry.

SETTLEMENT DATE: The date on which the purchase or sale of securities is executed. For example, in a purchase transaction, the day securities are physically delivered or wired to the buyer in exchange for cash is the settlement date.

SPECIAL PURPOSE VEHICLE (SPV): A trust or similar structure created specifically to purchase securities and reprofile cash flows and/or credit risk. Mortgage or Asset-backed securities may be issued out of the SPV and secured by the collateral transferred from the corporation.

STANDARD & POOR'S GLOBAL RATINGS referred to as Standard and Poor's or S & P: (See Nationally Recognized Statistical Rating Organizations)

SUPRANATIONAL: A supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in member countries.

THIRD-PARTY CUSTODIAL AGREEMENT: (See Custodian)

TOTAL RETURN: The sum of all investment income plus changes in the capital value of the portfolio.

TRADE DATE: The date and time corresponding to an investor's commitment to buy or sell a security.

U.S. GOVERNMENT AGENCY SECURITIES or FEDERAL AGENCIES: U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture).

U.S. TREASURY OBLIGATIONS: Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury bills: non-interest-bearing discount securities of the U.S. Treasury with maturities under one year.

Treasury notes: interest-bearing obligations of the U.S. Treasury with maturities ranging from two to ten years from the date of issue.

Treasury bond: interest-bearing obligations issued by the U.S. Treasury with maturities ranging from 10 to 30 years from the date of issue.
Treasury STRIPS: U.S. Treasury securities that have been separated into their component parts of principal and interest payments and recorded as such in the Federal Reserve book entry record-keeping system.

Treasury TIPS: U.S. Treasury securities whose principal increases at the same rate as the Consumer Price Index. The interest payment is then calculated from the inflated principal and repaid at maturity.

VARIABLE AND FLOATING RATE SECURITIES: Variable and floating rate securities are appropriate investments when used to enhance yield and reduce risk. They should have the same stability, liquidity and quality as traditional money market securities.

VOLATILITY: The degree of fluctuation in the price and valuation of securities.

YIELD: The current rate of return on an investment security generally expressed as a percentage of the securities current price.

ZERO COUPON SECURITIES: Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.

ATTACHMENT B

Orange County Transportation Authority
Fiscal Year ~~2025-26~~2026-27 Investment
Policy July 1, ~~2025~~2026

1. PURPOSE

This Investment Policy (Policy) sets forth the investment guidelines for all funds of the Orange County Transportation Authority (OCTA). The objective of this Policy is to ensure OCTA's funds are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return through economic cycles.

Investments may only be made as authorized by this Policy. The Policy conforms to the California Government Code (Code) as well as customary standards of prudent investment management. Irrespective of these policy provisions, should the provisions of the Code be or become more restrictive than those contained herein, such provisions will be considered immediately incorporated into the Investment Policy and adhered to.

2. SCOPE

The Policy applies to the investment of all funds, excluding the investment of employees' retirement funds, separate trusts, Environmental Mitigation Program Endowment Fund, and funds invested separately under Bond Indenture Agreements (Bond Agreements). Bond Funds and Accounts (Bond Funds) shall be invested in the securities permitted by the applicable Bond Agreements. If the Bond Agreements are silent as to the permitted investments, the Bond Funds will be invested in the securities permitted by this Policy. Notwithstanding the other provisions of this Policy, the percentage limitations listed elsewhere in this Policy do not apply to Bond Funds.

3. INVESTMENT OBJECTIVES

The primary objectives, in priority order, of investment activities shall be:

A. **Safety of Principal --** Safety of principal is the foremost objective of OCTA. Each investment transaction shall seek to ensure that capital losses are avoided, whether from institutional default, broker-dealer default, or erosion of market value of the securities.

B. **Liquidity --** It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.

C. **Total Return --** OCTA's portfolio shall be designed to attain a market-average rate of return through economic cycles.

D. **Diversification --** Finally, OCTA shall diversify its portfolio(s) to avoid incurring unreasonable market risks.

4. PRUDENCE

OCTA's Board, or persons authorized to make investment decisions on behalf of OCTA, are trustees and fiduciaries subject to the prudent investor standard.

The standard of prudence to be used by investment officials shall be the "prudent investor" standard as defined in the Code below and shall be applied in the context of managing an overall portfolio. OCTA's investment professionals acting in accordance with the Policy, and exercising due diligence, shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control developments.

The Prudent Investor Standard: When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including but not limited to, the general economic conditions and the anticipated needs of OCTA, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency.

5. ETHICS AND CONFLICTS OF INTEREST

OCTA's officers and employees involved in the investment process shall not participate in personal business activity that conflicts with the proper execution of OCTA's investment program, or which impairs their ability to make impartial investment decisions. OCTA's investment professionals and Treasury/Public Finance Department employees are not permitted to have any material financial interests in financial institutions that conduct business with OCTA, and they are not permitted to have any personal financial/investment holdings that have a material effect on the performance of OCTA's investments.

6. DELEGATION OF AUTHORITY

Authority to manage OCTA's investment program is derived from an order of the Board. Management responsibility for the investment program is hereby delegated to OCTA's Treasurer pursuant to Section 53607 of the Code. On an annual basis, the Board is required to renew the authority of OCTA's Treasurer to invest or reinvest OCTA funds. The Treasurer is hereby authorized to delegate his authority as he determines to be appropriate. No person may engage in an investment transaction except as provided under the terms of this Policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all actions undertaken and shall establish a system of controls to regulate the activities of subordinate professionals.

The Treasurer shall develop administrative procedures and internal control, consistent with this Policy, for the operation of OCTA's investment program. Such procedures shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, or imprudent actions by employees of OCTA.

7. RESPONSIBILITIES

The Finance and Administration (F&A) Committee of the OCTA Board, subject to the approval of the OCTA Board, is responsible for establishing the Policy and ensuring investments are made in compliance with this Policy. This Policy shall be reviewed annually by the Board at a public meeting.

The Treasurer is responsible for making investments and for compliance with this Policy pursuant to the delegation of authority to invest funds or to sell or exchange securities. Pursuant to Section 53607 of the Code, the Treasurer shall make a monthly report to the Board. OCTA provides a monthly report to the F&A Committee and the Board in accordance with Section 53607 of the Code.

The Treasurer is responsible for establishing a procedural manual for OCTA's investment program and for having an annual independent audit performed on OCTA's investments.

8. COMPLIANCE

OCTA has provided each of its portfolio managers with a copy of this Policy as a part of their contract and expects its portfolio managers to invest each portfolio they manage for OCTA in accordance with the provisions of the Policy or the respective Bond Agreements as applicable. When diversification limits are exceeded by a portfolio manager, the Treasurer will document the situation and include a write-up in the monthly Debt and Investment Report to the F&A Committee and the Board.

The OCTA Treasurer is responsible for verifying each portfolio manager's compliance as well as OCTA's entire portfolio's compliance with the provisions of the Policy.

If OCTA's Treasurer, in their sole discretion, finds that a portfolio manager has made an investment that does not comply with the provisions of the Policy, the Treasurer shall immediately notify the portfolio manager of the compliance violation. At that point, the portfolio manager is on probation for a period of one year. The second time a violation occurs while the portfolio manager is on probation, the F&A Committee shall review the error and may request that the portfolio manager responsible for the compliance violation meet with the Chairman of the F&A Committee and the Treasurer as soon as practical at which time it will be decided whether the Board will be notified of the violation.

If OCTA's Treasurer finds that the portfolio manager has made a third investment while on probation that does not comply with the provisions of the Policy, the Treasurer shall notify the Board of the compliance violations. OCTA may terminate services for its convenience at any time by providing at least 30 days written notice.

9. FINANCIAL BENCHMARKS

In order to establish a basis for evaluating investment results, OCTA uses four nationally recognized fixed-income security performance benchmarks to evaluate return on investments.

The Intercontinental Exchange (ICE)/Bank of America Merrill Lynch (BAML) 1-3-year Treasury Index, the ICE/BAML 1–3-year AAA-A U.S. Corporate and Government Index, the ICE/BAML 1-5 year Treasury Index, and the ICE/BAML 1-5 year AAA-A United States (U.S.) Corporate and Government Index benchmarks are used for OCTA's short-term portfolios.

10. SAFEKEEPING AND CUSTODY

To protect against potential losses by collapse of individual securities dealers, all deliverable securities owned by OCTA, including collateral on repurchase agreements, shall be held in safekeeping by a third-party bank trust department acting as agent for OCTA under the terms of a custody agreement executed by the bank and by OCTA. All deliverable securities will be received and delivered using standard delivery-versus-payment procedures.

11. PERMITTED INVESTMENTS

Maturity and Term

All investments, unless otherwise specified, are subject to a maximum stated term of five years. Maturity shall mean the stated final maturity or the mandatory redemption date of the security, or the unconditional put option date if the security contains such a provision. Term or tenure shall mean the remaining time to maturity from the settlement date.

The Board must grant express written authority to make an investment or to establish an investment program of a longer term no less than three months prior to the investment.

Eligible Instruments and Quality

OCTA policy is to invest only in high quality instruments as permitted by the Code, subject to the limitations of this Policy. If a security held in OCTA's portfolio is subsequently placed on "Negative Credit Watch" (Credit Watch) by any of the three primary Nationally Recognized Statistical Rating Organizations (NRSROs), S&P Global Ratings, Moody's Investors Service, Inc., or Fitch Ratings, Inc, or if a security on Credit Watch is purchased in accordance with this Policy, it shall be addressed under the provisions outlined in the Credit Rating Actions section. Percentage holding limits and credit quality minimums in this section apply at the time of purchase.

11-1. OCTA NOTES AND BONDS

Notes and bonds issued by OCTA, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency, or authority of OCTA, which may bear interest at a fixed or floating rate.

11-2. U.S. TREASURY OBLIGATIONS

U.S. Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.

11-3. FEDERAL AGENCY OR U.S. GOVERNMENT SPONSORED ENTERPRISES

Federal agency or U.S. government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or the U.S. government sponsored enterprises.

11-4. MUNICIPAL DEBT

Such instruments defined as being issued by a local or state agency, including:

A. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.

B. Bonds, notes, warrants, or other evidence of indebtedness of a local agency within this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or local agency or by a department, board, agency, or authority of the local agency.

C. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue- producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California.

D. Defeased state and local obligations (as defined in A, B, or C above) as long as the obligations have been legally defeased with State and Local Government Series (SLGS), U.S. Treasury, and U.S. Agency securities and such obligations mature or otherwise terminate within five years of the date of purchase.

11-5. BANKERS ACCEPTANCES

Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank.

11-6. COMMERCIAL PAPER

The entity that issues commercial paper shall meet all of the following conditions in paragraph A or B:

A. Is organized and operating in the U.S. as a general corporation; has total assets in excess of five hundred million dollars ($500,000,000); has debt other than commercial paper, if any, that is rated in the ratings category of A or its equivalent or higher by two NRSROs.

B. Is organized within the U.S. as a special purpose corporation, trust, or LLC; has program wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond; has commercial paper that is rated “A-1” or higher, or the equivalent, by two NRSRO’s.

11-7. NEGOTIABLE CERTIFICATES OF DEPOSIT

Negotiable Certificates of Deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

11-8. REPURCHASE AGREEMENTS

Repurchase agreements collateralized by U.S. Treasuries or Agency securities as defined in the Policy with any registered broker-dealer subject to the Securities Investors Protection Act or any commercial banks insured by the Federal Deposit Insurance Corporation (FDIC) provided:

A. A Securities Industry and Financial Markets Association (SIFMA) master repurchase agreement and a tri-party agreement, if applicable, representing a custodial undertaking in connection with a master repurchase agreement, which governs the transaction and has been signed by OCTA; and

B. the securities are held free and clear of any lien by OCTA's custodian or trustee or an independent third party acting as agent "Agent" for the custodian or trustee, and such third party is (i) a Federal Reserve Bank, or (ii) a bank which is a member of the FDIC and which has combined capital, surplus and undivided profits of not less than $50 million and the custodian or trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for OCTA's custodian or trustee; and

C. a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 C.F.R. 306.1 et seq. or 31 C.F.R. 350.0 et seq. in such securities is created for the benefit of OCTA's custodian or trustee and OCTA; and

D. the Agent provides OCTA's custodian or trustee and OCTA with valuation of the collateral securities no less frequently than weekly and will liquidate the collateral securities if any deficiency in the required 102 percent collateral percentage is not restored within two business days of such valuation.

11-9. MEDIUM-TERM NOTES

Medium-term notes are defined as all corporate and depository institution debt securities issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S.

11-10. MUTUAL FUNDS AND MONEY MARKET MUTUAL FUNDS

Shares of beneficial interest issued by diversified management companies that are mutual funds or money market mutual funds, registered with the Securities and Exchange Commission under the Investment Company Act of 1940, are permitted investments under this Policy, provided that:

A. The fund has attained the highest ranking or the highest letter and numerical rating provided by not less than two NRSROs.

B. The purchase price of shares does not include any commission or sales charge.

C. The total investment in mutual funds and money market mutual funds combined shall not exceed 20 percent of the agency's total portfolio. However, no more than 10 percent of the agency's total portfolio may be invested in any one mutual fund. This limitation does not apply to money market mutual funds

11-11. MORTGAGE OR ASSET-BACKED SECURITIES (NON-AGENCY)

Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass- through certificate, or consumer receivable-backed bond.

Mortgage and asset-backed securities issued or guaranteed by the U.S., its federal agencies and/or government-sponsored enterprises are exempt when calculating the 20% maximum portfolio exposure to mortgage and asset-backed securities.

11-12. SUPRANATIONALS

U.S. dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

11-13. STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)

LAIF is a pooled fund managed by the State Treasurer referred to in Section 16429.1 of the Code. All securities are purchased under the authority of the Code Section 16430 and 16480.4.

11-14. ORANGE COUNTY TREASURY INVESTMENT POOL (OCIP)

The OCIP is a pooled fund managed by the Orange County Treasurer and is comprised of two funds, the Money Market Fund and Extended Fund. The Money Market Fund is invested in cash equivalent securities. The Extended Fund is for cash requirements past one year and is based on the Code Sections 53601 and 53635. These pools are based on the investment requirements detailed in Code Sections 53600 et seq. and 53630 et seq.

11-15. INVESTMENT POOLS

Shares of beneficial interest issued by a joint powers authority organized pursuant to Code Section 6509.7 that invests in the securities and obligations as authorized under the pools investment policy and that comply with the investment restrictions of Code Sections 53600 through 53610 and Section 53630.

11-16. VARIABLE AND FLOATING RATE SECURITIES

Variable and floating rate securities are restricted to investments in securities with a final maturity of not to exceed five years as described above, must utilize traditional money market reset indices such as U. S. Treasury bills, Federal Funds, commercial paper or SOFR (Secured Overnight Financing Rate), and must meet all minimum credit requirements previously detailed in the Policy. Investments in floating rate securities whose reset is calculated using more than one of the above indices are not permitted, i.e. dual index notes.

11-17. BANK DEPOSITS

Bank deposits in California banks which have a minimum short-term rating of A-1, or its equivalent or higher, by a NRSRO. Bank deposits are required to be collateralized as specified under Code Section 53630. The Treasurer shall draft and execute a contract describing provisions for bank deposits, as specified under Code Section 53649.

11-18. DERIVATIVES

Derivatives are to be used as a tool for bonafide hedging investments only where deemed appropriate. Derivatives shall not be used for the purpose of interest rate speculation. Derivative products in any of the eligible investment categories listed above may be permitted. The Treasurer has the sole responsibility for determining which prospective investments are derivatives. Each prospective investment in a derivative product must be documented by the Treasurer as to the purpose and specific financial risk being hedged. Each such investment must be approved by the F&A Committee prior to entering into such investment.

Credit Rating Actions

Rating criteria will apply at the time of purchase of a security and monitored for changes while retained within OCTA's portfolio. A security whose credit rating is on Credit Watch at the time of purchase, has been placed on Credit Watch, or whose credit rating has been downgraded (including downgrades resulting in the rating falling below the minimum credit rating requirements) subsequent to the time of purchase, is not a violation of OCTA's Policy.

For any security, whose credit rating falls below the minimum required rating as per the California Code and the Policy or placed on Negative Credit Watch for imminent downgrade to below the minimum required ratings, the Treasurer will make the decision whether to continue to retain or sell the security. For all other security rating downgrades, and for securities placed on Negative Credit Watch, the decision to retain or sell the security will be left to the investment manager, and OCTA will be notified immediately of the decision along with rationale regarding the decision to retain or sell.

OCTA will notify the Board through its monthly reporting practices of all securities on Credit Watch at the time of purchase, placed on Credit Watch or downgraded during the reporting period. Securities whose credit rating falls below the minimum requirements will be noticed in the monthly debt and investment reports until the security is sold or meets the minimum credit rating requirements.

Diversification and Maturity Restrictions

Diversification and maturity restrictions ensure the portfolio is not unduly concentrated in the securities of one type, industry, entity, or specific maturity thereby assuring adequate portfolio liquidity should one sector or company experience difficulties.

Outside portfolio managers must review the portfolios they manage to ensure compliance with OCTA's diversification guidelines on an ongoing basis.

AUTHORIZED INVESTMENTS, ISSUER CONCENTRATION & MATURITY RESTRICTIONS

Authorized Investments, Issuer Concentration and Maturity Restrictions					
Type of Investment	**CA Code Maximum Maturity**	**CA Code Maximum % of Portfolio**	**CA Code Minimum Quality Requirements**	**OCTA Maximum % of Portfolio***	**OCTA Code Minimum Quality Requirements**
OCTA Notes and Bonds	5 Years	100%	None	25%	Same as CA Code
U.S. Treasury Obligations	5 Years	100%	None	Same as CA Code	Same as CA Code
Federal Agencies or U.S. Government Sponsored Enterprises	5 Years	100%	None	Same as CA Code	Same as CA Code
Municipal Debt	5 Years	100%	None	30% total, no more than 5% by any one issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by an NRSRO
Bankers Acceptances	180 Days	40%, 30% of a single issuer	None	30%, no more than 5% any single issuer	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Commercial Paper	~~270~~ 397 Days	40% **	"A-1" rated, or its equivalent or higher by an NRSRO	40%**	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Negotiable Certificates of Deposit	5 Years	30%	None	30%, no more than 5% in any single issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by 2 NRSROs

Repurchase Agreements	1 Year	100%	None	25%	"A" rating category or "A-1"rated, or its equivalent, by 2 NRSROs
Medium-Term Notes**	5 Years	30%**	"A" rating category, or its equivalent or higher, by an NRSRO	30%**	Same as CA Code
Mutual Funds and Money Market Mutual Funds	N/A	20%, 10% of any one mutual fund	"AAA" rated, or its equivalent, by 2 NRSROs	20%, 10% of any one mutual fund	Same as CA Code
Mortgage Pass-Through and Asset-backed Securities (Non-Agency)***	5 Years	20%	"AA" rating category, or its equivalent or higher, by an NRSRO	Same as CA Code	Same as CA Code
Supranationals	5 Years	30%	"AA" rating category, or its equivalent or higher, by an NRSRO	20%, no more than 10% in any single issuer	Same as CA Code
Local Agency Investment Fund (LAIF)****	N/A	$75 million per account	None	$75 million per account	Same as CA Code
Orange County Investment Pool (OCIP)	N/A	100%	None	10%	Same as CA Code
Joint Powers Authority (JPA) Investment Pools	N/A	100%	None	10%	Same as CA Code

* Additional portfolio restrictions include a 5 percent limit on bank deposits and a 30 percent limit on variable and floating rate securities.
** A Combined 10 percent per issuer limit applies to commercial paper and medium-term notes pursuant to the Code. A separate 5 percent per issuer limit applies under this Policy. See the section titled Issuer/Counterparty Diversification Guidelines for all Securities Except U.S. Treasuries and U.S. Government Agency Securities for details.
*** The credit and holding limits under this section do not apply to mortgage-backed or asset backed securities that are issued or guaranteed by federal agencies or government-sponsored enterprises (GSEs).
**** The current deposit limits for the LAIF regular account are set by the California State Treasurer.

Issuer/Counterparty Diversification Guidelines for All Securities Except U.S. Treasuries and U.S. Government Agency Securities

Unless otherwise specified in this policy, any one corporation, bank, local agency, special purpose vehicle or other corporate issuer name for one or more series of securities shall not exceed five percent of the portfolio.

Issuer/Counterparty Diversification Guidelines for OCTA's Debt

OCTA can purchase all or a portion of the OCTA's debt, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate, providing the purchase does not exceed 25 percent of the maximum portfolio.

12. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
- In accordance with Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
- Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited. Except securities backed by the U.S. Government that could result in a zero- or negative-interest accrual if held to maturity are permitted, under a provision sunsetting on January 1, ~~2026~~2031.~~,~~
- Step-up notes and dual-index notes are prohibited.
- Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
- Purchasing or selling securities on margin is prohibited.
- The use of reverse repurchase agreements, securities lending, or any other form of borrowing or leverage is prohibited.
- The purchase of foreign currency denominated securities is prohibited. Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least $100,000,000 in securities owned and invested.
- The purchase of a security with a forward settlement date exceeding 45 days from the time of the investment is prohibited.

13. SECURITIES SAFE KEEPING

All deliverable security transactions, including collateral for repurchase agreements, entered into by OCTA shall be conducted on a delivery-versus-payment basis. Deliverable securities shall be held by a third-party custodian designated by the Treasurer, evidenced by safekeeping receipts and in compliance with Code Section 53608.

14. BROKER DEALERS

The Treasurer, and investment professionals authorized by the Treasurer, may buy securities from a list of broker dealers and financial institutions that will be periodically reviewed.

Outside portfolio managers must certify, at the outset of their engagement, that they will purchase securities from broker/dealers (other than themselves) or financial institutions in compliance with this Policy.

15. INVESTMENT POLICY REVIEW

This Policy shall be reviewed annually by the F&A Committee of the OCTA Board to ensure its consistency with the overall objectives of preservation of principal, liquidity, yield and diversification, and its relevance to current law and economic trends.

16. DEFINITION OF TERMS

ACCRUED INTEREST: The amount of interest that is earned but unpaid since the last interest payment date.

AGENCY SECURITIES: (See U.S. Government Agency Securities)

ASK PRICE: (Offer Price) The price at which securities are offered from a seller.

ASSET BACKED SECURITIES (ABS): Securities collateralized or backed by receivables such as automobile loans and credit card receivables. The assets are transferred or sold by the company to a Special Purpose Vehicle (SPV) and held in trust. The SPV or trust will issue debt collateralized by the receivables.

BANKERS ACCEPTANCES (BAs): Time drafts which a bank "accepts" as its financial responsibility as part of a trade finance process. These short-term notes are sold at a discount and are obligations of the drawer (the bank's trade finance client) as well as the bank. Once accepted, the bank is irrevocably obligated to pay the BA upon maturity if the drawer does not.

BASIS POINT: When a yield is expressed as X.YZ percent, the YZ digits to the right of the decimal point are known as basis points. One basis point equals 1/100 of one percent. Basis points are used more often to describe changes in yields on bonds, notes and other fixed-income securities.

BID PRICE: The price at which a buyer offers to buy a security.

BOOK ENTRY: The system, maintained by the Federal Reserve, by which most securities are "delivered" to an investor's custodian bank. The Federal Reserve maintains an electronic record of the ownership of these securities and records any changes in ownership corresponding to payments made over the Federal Reserve wire (delivery versus payment). These securities do not receive physical certificates.

BOOK VALUE: The original cost of the investment.

CALLABLE BONDS: A bond issue which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

CAPITAL GAIN/LOSS: The profit or loss realized from the sale of a security.

CERTIFICATES OF DEPOSIT (NEGOTIABLE CDs): A negotiable (marketable or transferable) receipt for a time deposit at a bank or other financial institution for a fixed time and interest rate.

COLLATERAL: Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits in an investment agreement.

COMMERCIAL PAPER (CP): Unsecured promissory notes issued by companies and government entities usually at a discount. Commercial paper is negotiable, although it is typically held to maturity.

COUPON: The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as “interest rate.”

CURRENT YIELD: The annual income from an investment divided by the current market value. Since the mathematical calculation relies on the current market value rather than the investor's cost, current yield is unrelated to the actual return the investor will earn if the security is held to maturity.

CUSTODIAN: A bank or other financial institution that keeps custody of assets in the name of the depositor.

DELIVERY VERSUS PAYMENT (DVP): Delivery of securities with a simultaneous exchange of money for the securities.

DERIVATIVE SECURITY: Financial instrument created from, or whose value depends upon, one or more underlying assets or indexes of asset values.

DISCOUNT: The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as Treasury bills and bankers’ acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

DIVERSIFICATION: An investment principal designed to spread the risk in a portfolio by dividing investments by sector, maturity and quality rating.

DOLLAR-WEIGHTED AVERAGE MATURITY: A calculation that expresses the "average maturity" of an investment portfolio using each investment's maturity weighted by the size or book-value of that investment.

DURATION: A measure of the timing of cash flows, such as the interest payments and principal repayment, to be received from a given fixed-income security.

FEDERAL FUNDS RATE: Interest rate at which banks lend federal funds to each other.

FEDERAL OPEN MARKET COMMITTEE (FOMC): A committee within the Federal Reserve System that determines the direction of monetary policy. The committee decides either to sell securities to reduce the money supply, or to buy government securities to increase the money supply. Decisions made at FOMC meetings will cause interest rates to either rise or fall.

FEDERAL RESERVE SYSTEM: A U.S. centralized banking system which has supervisory powers over the two Federal Reserve banks and about 3,000-member banks.

FITCH Ratings referred to as Fitch: (See Nationally Recognized Statistical Rating Organizations)

INTEREST: The amount earned while owning a debt security, generally calculated as a percentage of the principal amount.

INTEREST RATE RISK: The risk associated with declines or rises in interest rates, which causes the market price of a fixed-income security to increase or decrease in value.

LIQUIDITY: The speed and ease with which an investment can be converted to cash.

MARK-TO-MARKET: The process by where the value of a security is adjusted to reflect current market conditions.

MARKET RISK: The risk that the value of a security will rise or decline as a result in changes in market conditions.

MARKET VALUE: The current market price of a security.

MATURITY: The date that the principal or stated value of an investment becomes due and payable. An investment’s term or remaining maturity is measured from the settlement date to final maturity.

MEDIUM TERM MATURITY CORPORATE SECURITIES: Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

MONEY MARKET: The market in which short-term debt instruments (Treasury bills, discount notes, commercial paper, bankers’ acceptances, etc.) are issued and traded.

MONEY MARKET MUTUAL FUNDS: An investment company that pools money from investors and invests in a variety of short-term money market instruments.

MOODY'S INVESTORS SERVICE, INC. referred to as Moody's: (See Nationally Recognized Statistical Rating Organizations)

MORTGAGE-BACKED SECURITY: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the individual real estate assets are used to pay interest and principal on the bonds.

MUNICIPAL DEBT: Issued by public entities to meet capital needs.

NATIONALLY RECOGNIZED STATISTICAL RATING ORGANIZATIONS (NRSROs): Firms designated by the U.S. Securities and Exchange Commission (SEC) to evaluate the creditworthiness of debt issuers and express their opinions in the form of standardized letter ratings (e.g. AAA, AA, A, BBB, etc.). The three primary NRSROs referenced by OCTA are Standard & Poor's Global Ratings, Moody's Investors Services, Inc., and Fitch Ratings, Inc.

NEGOTIABLE CD: (See Certificates of Deposit)

NET ASSET VALUE (NAV): The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling the fund's assets, which includes securities, cash, and accrued earnings, then subtracting this from the fund's liabilities and dividing by the total number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio.

NON-CALLABLE: Bond that is exempt from any kind of redemption for a stated time period.

OCTA BONDS: Bonds, notes, warrants, or other evidences of indebtedness.

OFFER PRICE: An indicated price at which market participants are willing to sell a security.

PAR VALUE: The amount of principal that must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in $1,000 increments per bond.

PHYSICAL DELIVERY: The delivery of an investment to a custodian bank in the form of a certificate and/or supporting documents evidencing the investment (as opposed to "book entry" delivery).

PORTFOLIO: A group of securities held by an investor.

PREMIUM: The amount by which the price paid for a security exceeds the security's par value.

PRIME RATE: A preferred interest rate charged by commercial banks to their most creditworthy customers.

PRINCIPAL: The face value or par value of an investment.

PURCHASE DATE: See (Trade Date)

REINVESTMENT RISK: The risk that coupon payments (or other payments received) cannot be reinvested at the same rate as the initial investment.

REPURCHASE AGREEMENTS (REPOS): A purchase of securities under a simultaneous agreement to sell these securities back at a fixed price on some future date. This is in essence a collateralized investment, with the difference between the purchase price and sales price determining the earnings.

SAFEKEEPING: Holding of assets (e.g. securities) by a financial institution.

SECURITES & EXCHANCE COMMISSION (SEC): The federal agency responsible for supervising and regulating the securities industry.

SETTLEMENT DATE: The date on which the purchase or sale of securities is executed. For example, in a purchase transaction, the day securities are physically delivered or wired to the buyer in exchange for cash is the settlement date.

SPECIAL PURPOSE VEHICLE (SPV): A trust or similar structure created specifically to purchase securities and reprofile cash flows and/or credit risk. Mortgage or Asset-backed securities may be issued out of the SPV and secured by the collateral transferred from the corporation.

STANDARD & POOR'S GLOBAL RATINGS referred to as Standard and Poor's or S & P: (See Nationally Recognized Statistical Rating Organizations)

SUPRANATIONAL: A supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in member countries.

THIRD-PARTY CUSTODIAL AGREEMENT: (See Custodian)

TOTAL RETURN: The sum of all investment income plus changes in the capital value of the portfolio.

TRADE DATE: The date and time corresponding to an investor's commitment to buy or sell a security.

U.S. GOVERNMENT AGENCY SECURITIES or FEDERAL AGENCIES: U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture).

U.S. TREASURY OBLIGATIONS: Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury bills: non-interest-bearing discount securities of the U.S. Treasury with maturities under one year.

Treasury notes: interest-bearing obligations of the U.S. Treasury with maturities ranging from two to ten years from the date of issue.

Treasury bond: interest-bearing obligations issued by the U.S. Treasury with maturities ranging from 10 to 30 years from the date of issue.

Treasury STRIPS: U.S. Treasury securities that have been separated into their component parts of principal and interest payments and recorded as such in the Federal Reserve book entry record-keeping system.

Treasury TIPS: U.S. Treasury securities whose principal increases at the same rate as the Consumer Price Index. The interest payment is then calculated from the inflated principal and repaid at maturity.

VARIABLE AND FLOATING RATE SECURITIES: Variable and floating rate securities are appropriate investments when used to enhance yield and reduce risk. They should have the same stability, liquidity and quality as traditional money market securities.

VOLATILITY: The degree of fluctuation in the price and valuation of securities.

YIELD: The current rate of return on an investment security generally expressed as a percentage of the securities current price.

ZERO COUPON SECURITIES: Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.

COMMITTEE TRANSMITTAL

June 22, 2026

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 2026

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – April 2026

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, 2026. 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, 2026, the Orange County Transportation Authority's (OCTA) outstanding investments totaled $3.2 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 4.16 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 $7,591,540, with an average monthly effective yield of 3.81 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 $180,540. For the month of March, the monthly gross yield for the OCIP was 3.93 percent. The yield for the month of April will be received in June. 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, two securities held in OCTA's investment portfolio were downgraded or placed on Negative Credit Watch. 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 M2 Sales Tax Revenue Bonds, 91 Express Lanes Toll Road Revenue Bonds, and 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of $1.2 billion as of April 30, 2026. Approximately 43 percent of the outstanding balance is comprised of M2 debt, three percent is associated with the 91 Express Lanes Program, and 54 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, 2026.

Attachments

A. Orange County Transportation Authority Investment and Debt Programs – For the Period Ending April 30, 2026
B. Orange County Transportation Authority Portfolio Listing as of April 30, 2026

Prepared by:

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

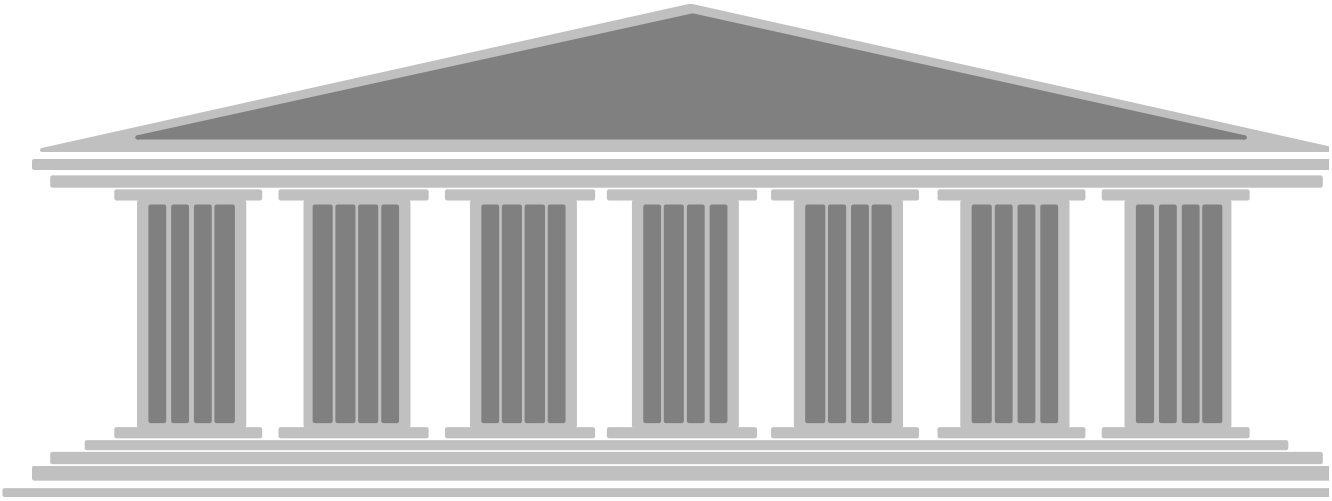
Approved by:

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

ATTACHMENT A

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, 2026

INVESTMENT PROGRAM

OCTA Investment Dashboard

4/30/2026

Safety of Principal

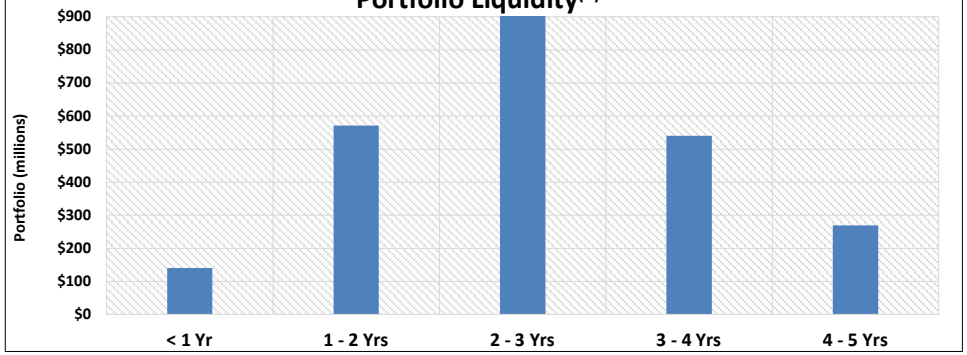
Securities that fell below OCTA's minimum credit quality requirements during the month of April 2026:
N/A

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

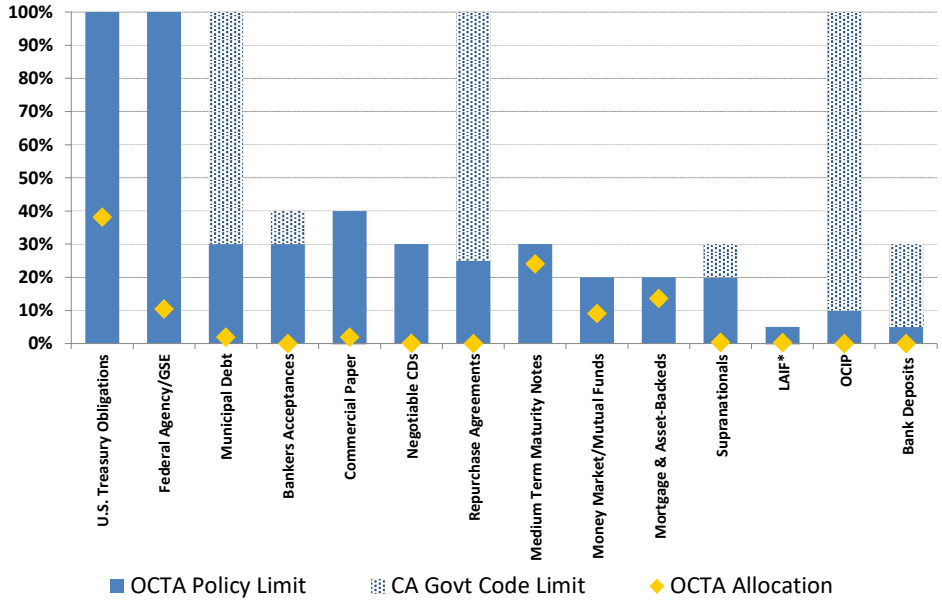
Securities downgraded or placed on Negative Credit Watch during the month of April 2026, but remain in compliance with OCTA's Investment Policy:
Two securities held within OCTA's investment portfolio were downgraded or placed on Negative Credit Watch during the month.

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

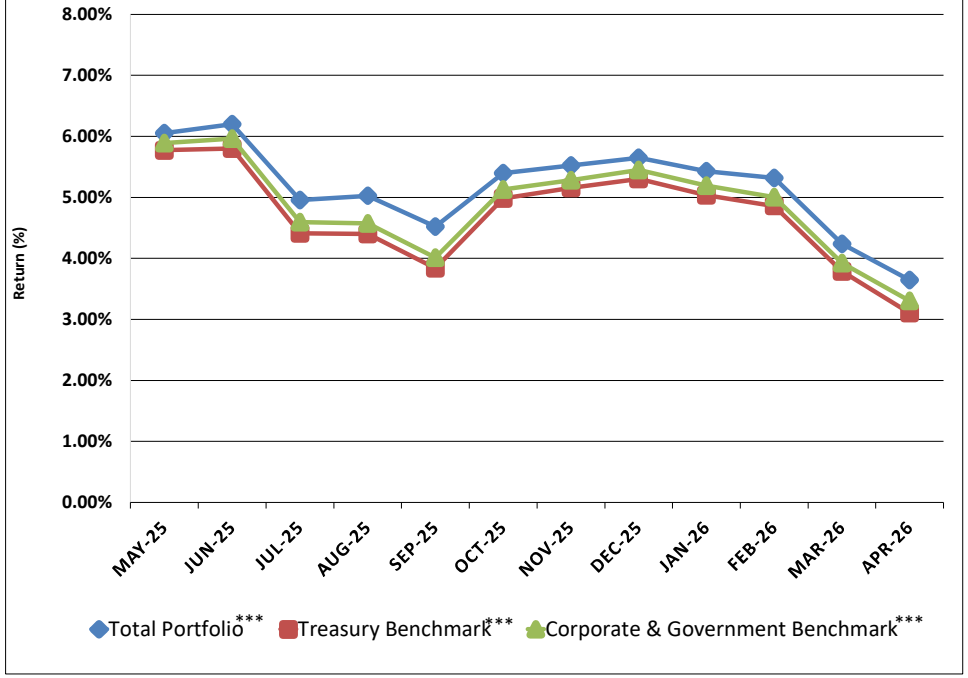
Portfolio Liquidity(1)



Portfolio Diversification **



Total Return - 12 Month(1)



1. Reflects Managed Portfolio.

* Per CA Government Code LAIF limit is $75 million

** Per OCTA's Investment Policy the limit is 30% for variable and floating rate securities. As of April 30, 2026, 9.7% 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 market value-weighted blend of the 1-3 Year and 1-5 Year Treasury Indices.
The Corporate & Government Benchmark is the market value-weighted blend of the 1-3 Year and 1-5 Year AAA-A U.S. Corporate & Government Indices.

Investment Compliance
4/30/2026

Portfolio Subject to Investment Policy				
Managed/Liquid Portfolio [1]		**Dollar Amount Invested**	**Percent Of Portfolio**	**Maximum Percentages**
U.S. Treasury Obligations	$	1,035,616,653	38.1%	100%
Federal Agency/GSE		282,210,785	10.4%	100%
Municipal Debt		52,065,575	1.9%	30%
Commercial Paper		54,097,431	2.0%	40%
Negotiable Certificates of Deposit		3,750,000	0.1%	30%
Repurchase Agreements		-	0.0%	25%
Medium Term Maturity Notes/Corporates		653,031,838	24.0%	30%
Money Market/Mutual Funds		245,833,785	9.0%	20%
Mortgage & Asset-Backed		371,183,432	13.7%	20%
Supranationals		11,786,289	0.4%	20%
Local Agency Investment Fund		7,591,540	0.3%	$ 75 Million
Orange County Investment Pool		180,540	0.0%	10%
Bank Deposits		463,236	0.0%	5%
Total Managed/Liquid Portfolio [2]	**$**	**2,717,811,105**		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of $262,483,091 (9.7% of total Managed/Liquid portfolio) and subject to 30% limit per OCTA's Investment Policy.

Portfolio Subject to Indenture/Grant Funding Agreement						
		Dollar Amount	**OCTA**		**Indenture/Funding Agreement Requirements**	
Portfolio		**Invested**	**Credit Quality**	**Term**	**Min. Credit Quality**	**Max. Term**
Liquid Portfolio*						
Government Obligations MMKT Fund	$	233,607,435	"AAAm"	N/A	AAA Category	N/A
Government Obligations MMKT Fund		12,597,795	"AAAm"/"Aammf"	N/A	AAA Category	N/A
Government Obligations MMKT Fund **		55,134,167	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		25,220,300	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		21,721,242	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		28,360,193	"AAAm"/"Aammf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		27,306,121	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Government Obligations MMKT Fund **		26,734,336	"AAAm"/"Aaa-mf"	N/A	N/A	N/A
Bank Deposits **		-	N/A	N/A	N/A	N/A
Total Liquid Portfolio	**$**	**430,681,589**				
Reserve Funds Portfolio						
Government Obligations MMKT Fund	$	4,002,295	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Negotiable Certificates of Deposit		5,000,000	"A-1"/"P-1"/"F1+"	184 days	"A-1"/"P-1"/"F1"	270 days
Negotiable Certificates of Deposit		3,000,000	"A-1"/"P-1"/"F1+"	184 days	"A-1"/"P-1"/"F1"	270 days
Government Obligations MMKT Fund ***		870	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Government Obligations MMKT Fund ****		63,141,429	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Bank Deposits ****		-	N/A	N/A	N/A	N/A
Total Reserve Funds Portfolio	**$**	**75,144,594**				
Total Portfolio Subject to Indenture	**$**	**505,826,183**				

91EL and 405EL Operating Funds *****		
Money Market Funds	$	13,382,796
Bank Deposits		891,676
Total for EL Operating Funds	**$**	**14,274,471**
Portfolio Total	**$**	**3,237,911,759**

* 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
**** Funds subject to 2021 TIFIA Loan Agreement
***** Reflects Express Lanes customers' prepaid balances held in the 91EL and 405EL operating accounts. These funds are invested by OCTA but represent customer liabilities and are therefore disclosed for transparency but excluded from investment policy compliance calculations.

Managed Portfolio
Sector Allocation and Performance Overview
4/30/2026

Book/Market Value	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
Book Value	$ 600,852,597	$ 605,691,808	$ 607,530,206	$ 614,341,632	$ 2,428,416,244
Market Value with Accrued Interest	$ 610,800,424	$ 611,851,256	$ 612,971,262	$ 617,644,492	$ 2,453,267,433
1-3 Year Portfolio:					
Book Value	$ 395,889,590	$ 403,847,749	$ 428,853,719	$ 408,849,695	$ 1,637,440,753
Market Value with Accrued Interest	$ 402,434,696	$ 408,308,483	$ 433,027,951	$ 411,454,883	$ 1,655,226,012
1-5 Year Portfolio:					
Book Value	$ 204,963,007	$ 201,844,059	$ 178,676,487	$ 205,491,937	$ 790,975,491
Market Value with Accrued Interest	$ 208,365,728	$ 203,542,774	$ 179,943,311	$ 206,189,609	$ 798,041,421

Sector Allocation	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio
Total Portfolio:					
U.S. Treasury Obligations	37.3%	47.8%	41.3%	44.1%	42.6%
Federal Agency/GSE	25.0%	4.1%	10.8%	6.8%	11.6%
Municipal Debt	0.5%	3.6%	0.3%	4.2%	2.1%
Commercial Paper	0.0%	0.0%	0.0%	0.0%	0.0%
Negotiable Certificates of Deposit	0.0%	0.0%	0.6%	0.0%	0.2%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	26.0%	28.5%	28.7%	24.4%	26.9%
Money Market/Mutual Funds	0.3%	1.3%	0.1%	1.4%	0.8%
Mortg & Asset Backed Sec	9.0%	14.7%	18.2%	19.1%	15.3%
Supranationals	2.0%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-3 Year Portfolio:					
U.S. Treasury Obligations	42.5%	51.1%	41.3%	44.2%	44.7%
Federal Agency/GSE	20.3%	3.3%	9.0%	6.8%	9.8%
Municipal Debt	0.0%	2.8%	0.3%	4.0%	1.8%
Commercial Paper	0.0%	0.0%	0.0%	0.0%	0.0%
Negotiable Certificates of Deposit	0.0%	0.0%	0.6%	0.0%	0.2%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	25.9%	28.0%	29.4%	24.3%	27.0%
Money Market/Mutual Funds	0.3%	0.3%	0.1%	1.5%	0.6%
Mortg & Asset Backed Sec	8.9%	14.5%	19.3%	19.1%	15.6%
Supranationals	2.1%	0.0%	0.0%	0.0%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
1-5 Year Portfolio:					
U.S. Treasury Obligations	27.4%	41.1%	41.4%	43.9%	38.3%
Federal Agency/GSE	34.0%	5.7%	15.2%	6.8%	15.5%
Municipal Debt	1.3%	5.2%	0.3%	4.6%	2.9%
Commercial Paper	0.0%	0.0%	0.0%	0.0%	0.0%
Negotiable Certificates of Deposit	0.0%	0.0%	0.6%	0.0%	0.1%
Repurchase Agreements	0.0%	0.0%	0.0%	0.0%	0.0%
Medium Term Maturity Notes	26.2%	29.5%	26.8%	24.6%	26.8%
Money Market/Mutual Funds	0.3%	3.4%	0.0%	1.0%	1.2%
Mortg & Asset Backed Sec	9.2%	15.0%	15.8%	19.1%	14.7%
Supranationals	1.7%	0.0%	0.0%	0.0%	0.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Portfolio Characteristics	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Weighted Average Life	2.20	2.29	2.17	2.46	2.28	n/a	n/a
Duration	2.03	2.08	1.99	2.24	2.09	1.98	2.00
Monthly Yield (Annualized)	4.02%	4.13%	4.08%	4.10%	4.08%	3.87%	4.05%
1-3 Year Portfolio:							
Weighted Average Life	1.90	2.07	1.93	2.20	2.02	n/a	n/a
Duration	1.79	1.87	1.78	2.00	1.86	1.75	1.76
Monthly Yield (Annualized)	4.00%	4.10%	4.07%	4.07%	4.06%	3.86%	4.02%
1-5 Year Portfolio:							
Weighted Average Life	2.76	2.73	2.74	2.98	2.81	n/a	n/a
Duration	2.51	2.51	2.49	2.72	2.56	2.45	2.51
Monthly Yield (Annualized)	4.08%	4.17%	4.11%	4.16%	4.13%	3.90%	4.10%

Portfolio Performance (Total Rate of Return)	CHANDLER	METLIFE	PFM	Payden & Rygel	Total Portfolio	* US Treasury Benchmark	** Corp./Govt. Benchmark
Total Portfolio:							
Monthly Return	0.23%	0.24%	0.24%	0.22%	0.23%	0.19%	0.21%
Three Months Return	0.34%	0.28%	0.32%	0.25%	0.30%	0.25%	0.25%
12 Months Return	3.63%	3.76%	3.68%	3.51%	3.65%	3.10%	3.30%
1-3 Year Portfolio:							
Monthly Return	0.23%	0.26%	0.25%	0.23%	0.24%	0.21%	0.23%
Three Months Return	0.37%	0.31%	0.35%	0.28%	0.33%	0.29%	0.29%
12 Months Return	3.63%	3.82%	3.71%	3.53%	3.67%	3.15%	3.33%
1-5 Year Portfolio:							
Monthly Return	0.22%	0.21%	0.21%	0.19%	0.21%	0.15%	0.19%
Three Months Return	0.27%	0.21%	0.23%	0.18%	0.22%	0.18%	0.18%
12 Months Return	3.63%	3.64%	3.61%	3.46%	3.58%	3.00%	3.25%

* 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.

Rating Downgrades & Negative Credit Watch
4/30/2026

Investment Manager / Security	Par Amount	Maturity	S&P	Moody's	Fitch Ratings
Rating Downgrades:					
PFM					
COOPERATIEVE RABOBANK UA	$ 7,665,000	5/27/2027 ~ 4/1/2029	A+	Aa3	N/A
On April 21, 2026, Moody's implemented rating actions on several banks in the Netherlands and Luxembourg following the adoption of full depositor preference across the European Union (EU) under new legislation passed in March 2026. The change elevates deposits above senior unsecured debt in the creditor hierarchy, resulting in one-notch downgrades to certain long-term ratings, while short-term ratings remain unchanged and outlooks are stable. The downgrades reflect a methodological change rather than a deterioration in underlying credit fundamentals. The investment manager expects similar actions across EU banks and recommends continuing to transact in these securities as appropriate.					
CAM and PFM					
AIR PRODUCTS AND CHEMICALS INC	$ 4,000,000	5/15/2027 ~ 2/8/2029	A	A3	N/A
On April 29, 2026, Moody's downgraded Air Products and Chemicals, Inc. (APD) to A3 from A2 with a stable outlook. The downgrade reflects weakened credit metrics driven by rising debt and negative free cash flow after dividends. Increased leverage is primarily due to significant capital spending on large-scale projects and joint ventures, with debt growth outpacing earnings and cash flow over the past three years. The rating remains supported by APD's strong market position, profitability, liquidity, and stable cash flow profile. Despite these pressures, the investment manager recommends continuing to transact in APD opportunistically, citing stable underlying fundamentals.					
Negative Credit Watch:					
N/A					

DEBT PROGRAM

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

Outstanding Debt[1]
As of 4/30/2026

Orange County Local Transportation Authority (OCLTA-M2)		
2025 M2 Sales Tax Revenue Bonds		
Issued:	$	227,565,000
Outstanding:		219,985,000
Debt Service FY 2026:		17,662,394
All in True Interest Cost:		3.04%
Pledged Revenue Source:		M2 Sales Tax Revenues
Ratings (Fitch/ S&P):		AA+/AAA
Final Maturity:		2041
2019 M2 Sales Tax Revenue Bonds		
Issued:	$	376,690,000
Outstanding:		289,070,000
Debt Service FY 2026:		27,579,400
All in True Interest Cost:		3.14%
Pledged Revenue Source:		M2 Sales Tax Revenues
Ratings (Fitch/ S&P):		AA+/AAA
Final Maturity:		2041
Sub-total M2 Outstanding Debt	**$**	**509,055,000**
91 Express Lanes		
2023 OCTA 91 Express Lanes Refunding Bonds		
Issued:	$	47,545,000
Outstanding:		35,610,000
Debt Service FY 2026:		8,048,375
All in True Interest Cost:		2.80%
Pledged Revenue Source:		91 Toll Road Revenues
Ratings (Fitch/ Moody's/ S&P):		AA-/Aa3/AA-
Final Maturity:		2030
Sub-total 91 Express Lanes Outstanding Debt	**$**	**35,610,000**
405 Express Lanes		
2021 TIFIA Loan		
Amount Available	$	628,930,000
Outstanding:		650,028,368
Capitalized Interest:		36,317,073
Interest Rate:		1.95%
Pledged Revenue Source:		405 Toll Road Revenues
Ratings (Moody's):		Baa2
Final Maturity:		2058
Sub-total 405 Express Lanes Outstanding Debt	**$**	**650,028,368**
TOTAL OUTSTANDING DEBT:	**$**	**1,194,693,368**

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.

ATTACHMENT B

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9USDFIIN	FIDELITY INVESTMENT MM GOV 1 57		N/A	N/A	3.52	3.52	233,607,435	233,607,435
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	60934N500	FEDERATED TREASURY OBLIGATION FUND		N/A	N/A	3.53	3.53	105,714,183	105,714,183
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USD023B0	FIRST AMERICAN GOV OBL P 4198		N/A	N/A	3.56	3.56	41,324,748	41,324,748
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USDDGCM3	DREYFUS GOVT CM INST 289		N/A	N/A	3.53	3.53	42,653,956	42,653,956
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9X9USDISLQ9	INVESCO GOVT AGENCY INSTIL 1901		N/A	N/A	3.58	3.58	50,752,022	50,752,022
LIQUID PORTFOLIO	MONEY MARKET/MUTUAL FUND	X9USD02KS	FEDERATED GOVT OBLIG FD 7		N/A	N/A	3.55	3.55	12,597,795	12,597,795
LIQUID PORTFOLIO	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***								***486,650,140***	***486,650,140***
LIQUID PORTFOLIO	COMMERCIAL PAPER	63873KJU2	NATIXIS NEW YORK		1/6/2026	9/28/2026	3.76	3.76	26,603,415	26,893,602
LIQUID PORTFOLIO	COMMERCIAL PAPER	22533UNF6	CREDIT AGRICOLE NEW YORK		4/23/2026	1/15/2027	3.95	3.95	27,494,016	27,486,359
LIQUID PORTFOLIO	***SUB-TOTAL FOR COMMERCIAL PAPER***								***54,097,431***	***54,379,961***
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - GENERAL		N/A	N/A	0.00	0.00	250,000	250,000
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - HQ		N/A	N/A	0.00	0.00	213,236	213,236
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - 91EL		N/A	N/A	0.00	0.00	476,583	476,583
LIQUID PORTFOLIO	BANK DEPOSIT	N/A	BANK DEPOSIT - 405EL		N/A	N/A	0.00	0.00	415,092	415,092
LIQUID PORTFOLIO	***SUB-TOTAL FOR BANK DEPOSIT***								***1,354,912***	***1,354,912***
LIQUID PORTFOLIO	LAIF	N/A	LOCAL AGENCY INVESTMENT FUND (LAIF)		N/A	N/A	3.81	3.81	7,591,540	7,591,540
LIQUID PORTFOLIO	***SUB-TOTAL FOR LAIF***								***7,591,540***	***7,591,540***
LIQUID PORTFOLIO	OCIP	N/A	ORANGE COUNTY INVESTMENT POOL (OCIP)		N/A	N/A	3.93	3.93	180,540	180,540
LIQUID PORTFOLIO	***SUB-TOTAL FOR OCIP***								***180,540***	***180,540***
****** LIQUID PORTFOLIO - TOTAL**									**$ 549,874,562**	**$ 550,157,093**
MANAGED PORTFOLIO	MONEY MARKET/MUTUAL FUND	31846V567	FIRST AMER:GVT OBLG Z		N/A	4/30/2026	3.54	3.54	18,771,671	18,771,671
MANAGED PORTFOLIO	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***								***18,771,671***	***18,771,671***
MANAGED PORTFOLIO	NEGOTIABLE CERTIFICATE OF DEPOSIT	22536DWD6	CREDIT AGRICOLE NEW YORK		2/5/2024	2/1/2027	4.76	4.21	3,750,000	3,764,138
MANAGED PORTFOLIO	***SUB-TOTAL FOR NEGOTIABLE CERTIFICATE OF DEPOSIT***								***3,750,000***	***3,764,138***
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283F5	UNITED STATES TREASURY		5/17/2023	11/15/2027	3.59	3.88	1,889,375	1,951,640
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283F5	UNITED STATES TREASURY		9/27/2024	11/15/2027	3.49	3.88	4,817,578	4,879,100
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128283W8	UNITED STATES TREASURY		9/30/2024	2/15/2028	3.51	3.89	7,320,703	7,353,225
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		4/19/2024	8/15/2028	4.73	3.90	9,283,594	9,777,700
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		8/16/2024	8/15/2028	3.85	3.90	1,928,359	1,955,540
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		10/30/2025	8/15/2028	3.60	3.90	9,990,883	9,958,587
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		11/6/2025	8/15/2028	3.64	3.90	6,370,000	6,355,505
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		2/5/2026	8/15/2028	3.60	3.90	10,121,359	10,071,031
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		3/20/2026	8/15/2028	3.89	3.90	6,017,309	6,023,063
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128284V9	UNITED STATES TREASURY		3/20/2026	8/15/2028	3.89	3.90	3,028,191	3,030,977
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY		3/15/2024	11/15/2028	4.28	3.91	4,757,617	4,906,050
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY		10/4/2024	11/15/2028	3.56	3.91	2,065,219	2,060,541
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY		10/22/2024	11/15/2028	3.87	3.91	2,333,063	2,354,904
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY		5/15/2025	11/15/2028	4.06	3.91	7,272,363	7,359,075
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128285M8	UNITED STATES TREASURY		10/8/2025	11/15/2028	3.60	3.91	4,437,070	4,415,445
MANAGED PORTFOLIO	US TREASURY OBLIGATION	9128286B1	UNITED STATES TREASURY		11/4/2024	2/15/2029	4.19	3.91	1,878,281	1,932,420
MANAGED PORTFOLIO	US TREASURY OBLIGATION	912828V98	UNITED STATES TREASURY		1/12/2023	2/15/2027	3.80	3.74	4,709,570	4,941,900
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		11/7/2024	10/31/2027	4.26	3.86	3,673,023	3,900,945
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		12/24/2024	10/31/2027	4.36	3.86	6,102,734	6,469,860
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		2/13/2025	10/31/2027	4.39	3.86	4,621,126	4,876,181
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		4/10/2025	10/31/2027	3.91	3.86	3,891,442	4,034,148
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		4/14/2025	10/31/2027	3.99	3.86	3,890,145	4,038,905
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		4/14/2025	10/31/2027	3.98	3.86	3,666,563	3,805,800
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		5/8/2025	10/31/2027	3.82	3.86	7,839,590	8,087,325
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAU5	UNITED STATES TREASURY		7/8/2025	10/31/2027	3.87	3.86	1,967,866	2,021,831
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEF4	UNITED STATES TREASURY		10/24/2022	3/31/2027	4.45	3.75	1,844,688	1,977,620
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEM9	UNITED STATES TREASURY		9/3/2024	4/30/2029	3.72	3.92	2,893,008	2,911,890
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEM9	UNITED STATES TREASURY		10/28/2025	4/30/2029	3.56	3.92	4,888,086	4,853,150
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CES6	UNITED STATES TREASURY		9/26/2024	5/31/2029	3.55	3.92	4,828,516	4,830,850
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CES6	UNITED STATES TREASURY		10/7/2024	5/31/2029	3.84	3.92	2,862,422	2,898,510
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CES6	UNITED STATES TREASURY		12/29/2025	5/31/2029	3.62	3.92	461,863	458,931
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		8/16/2024	6/30/2029	3.84	3.92	657,545	661,579
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		9/27/2024	6/30/2029	3.57	3.92	3,771,809	3,748,806
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		1/13/2025	6/30/2029	4.52	3.92	2,182,754	2,254,270
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		2/13/2025	6/30/2029	4.47	3.92	1,927,395	1,984,737
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		5/5/2025	6/30/2029	3.89	3.92	1,926,705	1,935,731
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		7/10/2025	6/30/2029	3.89	3.92	498,069	499,860
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		7/16/2025	6/30/2029	3.99	3.92	1,960,932	1,974,936
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEV9	UNITED STATES TREASURY		9/26/2025	6/30/2029	3.71	3.92	6,493,546	6,468,773
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CEW7	UNITED STATES TREASURY		10/6/2022	6/30/2027	4.01	3.81	3,870,781	3,974,360
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFB2	UNITED STATES TREASURY		5/17/2023	7/31/2027	3.62	3.84	3,865,469	3,947,200
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY		7/3/2025	8/31/2027	3.78	3.85	6,702,896	6,731,059
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFH9	UNITED STATES TREASURY		7/7/2025	8/31/2027	3.87	3.85	4,924,219	4,952,950
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFJ5	UNITED STATES TREASURY		6/9/2025	8/31/2029	4.01	3.94	7,244,238	7,309,575
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFM8	UNITED STATES TREASURY		6/9/2023	9/30/2027	4.06	3.87	6,517,012	6,522,620
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CFZ9	UNITED STATES TREASURY		12/18/2024	11/30/2027	4.21	3.88	3,839,429	3,874,535
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGC9	UNITED STATES TREASURY		11/12/2024	12/31/2027	4.19	3.89	3,963,125	3,999,080
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGH8	UNITED STATES TREASURY		11/15/2024	1/31/2028	4.32	3.89	7,317,480	7,451,100
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY		3/3/2025	2/28/2030	4.02	3.97	2,742,855	2,747,910

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY		3/12/2025	2/28/2030	4.08	3.97	1,494,668	1,501,590
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY		3/25/2025	2/28/2030	4.09	3.97	746,953	750,795
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY		3/27/2025	2/28/2030	4.09	3.97	996,172	1,001,060
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGQ8	UNITED STATES TREASURY		4/30/2026	2/28/2030	4.00	3.97	7,500,000	7,507,950
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		8/16/2024	5/31/2028	3.86	3.90	4,115,146	4,127,467
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		9/3/2024	5/31/2028	3.73	3.89	1,589,206	1,586,467
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		1/13/2025	5/31/2028	4.45	3.89	7,629,050	7,788,110
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		3/27/2025	5/31/2028	4.03	3.89	3,951,576	3,978,600
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		3/27/2025	5/31/2028	4.03	3.90	790,378	795,656
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		4/8/2025	5/31/2028	3.82	3.89	19,270,988	19,276,317
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		4/14/2025	5/31/2028	4.02	3.90	6,523,688	6,564,164
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		7/8/2025	5/31/2028	3.86	3.89	3,920,036	3,923,894
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		7/8/2025	5/31/2028	3.86	3.90	2,355,002	2,357,132
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		9/29/2025	5/31/2028	3.66	3.89	2,847,672	2,834,753
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		9/26/2025	5/31/2028	3.66	3.89	12,488,281	12,433,125
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHE4	UNITED STATES TREASURY		10/28/2025	5/31/2028	3.50	3.90	2,608,032	2,585,883
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHK0	UNITED STATES TREASURY		12/20/2024	6/30/2028	4.37	3.89	7,409,473	7,517,025
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY		10/25/2024	7/31/2028	4.01	3.89	3,513,809	3,517,220
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY		11/27/2024	7/31/2028	4.24	3.89	3,983,750	4,019,680
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHQ7	UNITED STATES TREASURY		3/7/2025	7/31/2028	4.04	3.89	7,519,629	7,536,900
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHX2	UNITED STATES TREASURY		10/9/2024	8/31/2028	3.88	3.90	1,883,025	1,869,222
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJA0	UNITED STATES TREASURY		10/17/2023	9/30/2028	4.71	3.90	1,245,068	1,270,800
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJA0	UNITED STATES TREASURY		11/1/2023	9/30/2028	4.82	3.90	6,286,282	6,445,498
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		8/16/2024	12/31/2028	3.84	3.91	11,160,625	11,154,937
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		10/3/2024	12/31/2028	3.57	3.91	2,316,262	2,290,746
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		3/27/2025	12/31/2028	4.06	3.91	2,472,860	2,489,941
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		5/5/2025	12/31/2028	3.86	3.91	1,942,383	1,942,154
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		3/23/2026	12/31/2028	3.90	3.91	547,767	547,787
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		3/20/2026	12/31/2028	3.80	3.91	1,697,549	1,693,030
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		3/20/2026	12/31/2028	3.77	3.91	2,098,688	2,091,551
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		3/20/2026	12/31/2028	3.77	3.91	9,893,813	9,859,410
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJR3	UNITED STATES TREASURY		4/30/2026	12/31/2028	3.92	3.91	19,338,072	19,340,378
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY		10/4/2024	1/31/2029	3.62	3.91	3,298,750	3,257,248
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY		10/29/2024	1/31/2029	4.13	3.91	2,238,750	2,255,018
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJW2	UNITED STATES TREASURY		11/27/2024	1/31/2029	4.23	3.91	7,929,375	8,017,840
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY		12/16/2024	2/28/2029	4.25	3.91	7,999,063	8,071,280
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY		2/6/2025	2/28/2029	4.34	3.91	996,641	1,008,910
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CKD2	UNITED STATES TREASURY		2/10/2025	2/28/2029	4.33	3.91	997,031	1,008,910
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLC3	UNITED STATES TREASURY		8/16/2024	7/31/2029	3.79	3.93	2,018,750	2,003,900
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLC3	UNITED STATES TREASURY		10/31/2024	7/31/2029	4.11	3.93	8,956,406	9,017,550
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLG4	UNITED STATES TREASURY		9/3/2024	8/15/2027	3.76	3.89	2,808,573	2,806,038
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY		10/4/2024	9/15/2027	3.57	3.85	3,977,813	3,974,520
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLL3	UNITED STATES TREASURY		10/4/2024	9/15/2027	3.54	3.85	4,006,290	3,999,361
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLN9	UNITED STATES TREASURY		9/30/2024	9/30/2029	3.54	3.95	5,115,190	5,052,533
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLN9	UNITED STATES TREASURY		10/1/2024	9/30/2029	3.58	3.95	33,063,352	32,710,835
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY		10/29/2024	10/15/2027	4.10	3.87	1,987,813	2,000,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY		11/1/2024	10/15/2027	4.12	3.87	17,462,040	17,580,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY		11/4/2024	10/15/2027	4.15	3.87	3,820,674	3,850,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY		11/7/2024	10/15/2027	4.19	3.87	1,982,500	2,000,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLQ2	UNITED STATES TREASURY		2/13/2025	10/15/2027	4.39	3.87	7,403,613	7,500,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY		11/26/2024	11/15/2027	4.32	3.88	696,227	702,513
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY		12/2/2024	11/15/2027	4.12	3.88	6,205,491	6,227,276
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY		12/6/2024	11/15/2027	4.17	3.88	3,820,368	3,838,732
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY		12/10/2024	11/15/2027	4.10	3.88	3,827,689	3,838,732
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLX7	UNITED STATES TREASURY		12/16/2024	11/15/2027	4.12	3.88	3,825,149	3,838,732
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY		12/2/2024	11/30/2029	4.08	3.95	2,875,942	2,886,158
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY		12/9/2024	11/30/2029	4.05	3.95	1,946,593	1,950,922
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMA6	UNITED STATES TREASURY		12/10/2024	11/30/2029	4.07	3.95	4,009,844	4,022,520
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMB4	UNITED STATES TREASURY		1/2/2025	12/15/2027	4.28	3.88	13,778,909	13,909,993
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY		1/2/2025	12/31/2029	4.39	3.96	5,486,569	5,566,970
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY		1/9/2025	12/31/2029	4.47	3.96	995,586	1,014,020
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMD0	UNITED STATES TREASURY		1/13/2025	12/31/2029	4.52	3.96	2,483,594	2,535,050
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY		1/15/2025	1/15/2028	4.34	3.89	3,840,525	3,872,715
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY		2/3/2025	1/15/2028	4.26	3.89	2,504,413	2,519,780
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY		2/6/2025	1/15/2028	4.26	3.89	3,848,346	3,872,715
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY		2/10/2025	1/15/2028	4.29	3.89	1,747,881	1,760,325
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMF5	UNITED STATES TREASURY		11/21/2025	1/15/2028	3.52	3.89	274,008	271,593
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		5/13/2025	2/15/2028	4.00	3.89	7,744,622	7,742,478
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		5/22/2025	2/15/2028	4.00	3.89	8,051,250	8,049,360
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		6/9/2025	2/15/2028	4.00	3.89	11,621,736	11,621,264
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		7/2/2025	2/15/2028	3.76	3.89	7,008,316	6,967,727
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		7/7/2025	2/15/2028	3.85	3.89	3,094,872	3,083,911
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		9/26/2025	2/15/2028	3.67	3.89	8,105,652	8,049,360
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMN8	UNITED STATES TREASURY		10/30/2025	2/15/2028	3.59	3.89	1,496,035	1,484,161

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY		3/25/2025	3/15/2028	4.02	3.89	2,988,047	2,999,190
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY		3/27/2025	3/15/2028	4.00	3.89	2,989,453	2,999,190
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY		4/1/2025	3/15/2028	3.88	3.89	4,909,233	4,908,674
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMS7	UNITED STATES TREASURY		4/10/2025	3/15/2028	3.70	3.89	4,019,375	3,998,920
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		4/1/2025	3/31/2030	3.96	3.97	2,454,594	2,452,303
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		4/8/2025	3/31/2030	3.89	3.97	3,873,974	3,858,915
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		4/10/2025	3/31/2030	4.12	3.97	959,688	965,980
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		4/10/2025	3/31/2030	4.03	3.97	1,997,656	2,001,880
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		5/13/2025	3/31/2030	4.11	3.97	3,095,432	3,113,159
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		6/9/2025	3/31/2030	4.09	3.97	4,283,889	4,304,367
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		6/23/2025	3/31/2030	4.01	3.97	969,700	970,985
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		7/2/2025	3/31/2030	3.83	3.97	1,168,202	1,161,178
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		9/26/2025	3/31/2030	3.75	3.97	4,444,344	4,404,469
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMU2	UNITED STATES TREASURY		9/30/2025	3/31/2030	3.75	3.97	3,611,740	3,578,631
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMW8	UNITED STATES TREASURY		5/1/2025	4/15/2028	3.59	3.89	13,158,676	13,064,761
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMZ1	UNITED STATES TREASURY		5/1/2025	4/30/2030	3.73	3.98	785,180	777,013
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CMZ1	UNITED STATES TREASURY		4/14/2026	4/30/2030	3.88	3.98	1,324,896	1,319,925
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY		5/15/2025	5/15/2028	3.77	3.89	2,998,125	2,991,690
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY		6/2/2025	5/15/2028	3.86	3.89	10,851,418	10,854,849
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY		6/10/2025	5/15/2028	3.90	3.89	3,162,102	3,166,205
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CND9	UNITED STATES TREASURY		6/10/2025	5/15/2028	4.01	3.89	3,499,664	3,515,236
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNG2	UNITED STATES TREASURY		6/2/2025	5/31/2030	3.96	3.98	4,568,194	4,562,873
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY		7/1/2025	6/15/2028	3.69	3.89	8,281,844	8,237,446
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY		7/7/2025	6/15/2028	3.74	3.89	4,165,400	4,148,714
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY		7/7/2025	6/15/2028	3.84	3.89	5,995,616	5,988,143
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNH0	UNITED STATES TREASURY		7/9/2025	6/15/2028	3.74	3.89	4,014,375	3,998,760
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNK3	UNITED STATES TREASURY		7/1/2025	6/30/2030	3.80	3.99	1,570,380	1,558,271
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNK3	UNITED STATES TREASURY		7/7/2025	6/30/2030	3.87	3.99	1,750,410	1,742,475
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY		7/15/2025	7/15/2028	3.84	3.89	2,101,969	2,099,097
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY		8/6/2025	7/15/2028	3.90	3.89	1,998,594	1,999,140
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNM9	UNITED STATES TREASURY		8/1/2025	7/15/2028	3.89	3.89	2,004,452	2,004,138
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY		8/25/2025	8/15/2028	3.74	3.89	3,239,463	3,230,955
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY		8/15/2025	8/15/2028	3.73	3.89	747,861	745,605
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY		8/15/2025	8/15/2028	3.70	3.89	2,494,824	2,485,350
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY		9/5/2025	8/15/2028	3.62	3.89	4,225,165	4,200,242
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNU1	UNITED STATES TREASURY		9/2/2025	8/15/2028	3.58	3.89	13,593,029	13,495,451
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CDF5	UNITED STATES TREASURY		9/17/2025	10/31/2028	3.50	3.91	7,033,301	7,051,725
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNN7	UNITED STATES TREASURY		9/2/2025	7/31/2030	3.69	3.99	3,427,891	3,384,462
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNX5	UNITED STATES TREASURY		9/18/2025	8/31/2030	3.61	4.01	1,401,094	1,378,944
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNX5	UNITED STATES TREASURY		9/5/2025	8/31/2030	3.72	4.01	2,738,076	2,708,640
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		9/26/2025	9/15/2028	3.66	3.90	5,133,357	5,113,573
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		9/15/2025	9/15/2028	3.48	3.90	3,738,721	3,705,488
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		9/19/2025	9/15/2028	3.50	3.90	4,982,422	4,940,650
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		9/19/2025	9/15/2028	3.55	3.90	8,906,453	8,843,764
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		10/1/2025	9/15/2028	3.61	3.90	3,095,045	3,078,025
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CNY3	UNITED STATES TREASURY		10/7/2025	9/15/2028	3.62	3.90	1,986,641	1,976,260
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY		9/30/2025	9/30/2030	3.75	4.00	4,972,656	4,924,200
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY		10/31/2025	9/30/2030	3.71	4.00	11,608,718	11,478,310
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY		10/1/2025	9/30/2030	3.73	4.00	826,239	817,417
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPA3	UNITED STATES TREASURY		10/7/2025	9/30/2030	3.74	4.00	1,442,467	1,428,018
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGT2	UNITED STATES TREASURY		10/31/2025	3/31/2028	3.59	3.89	5,003,516	4,975,400
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY		10/31/2025	10/15/2028	3.62	3.91	897,047	891,495
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY		10/28/2025	10/15/2028	3.50	3.91	2,999,883	2,971,650
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY		10/15/2025	10/15/2028	3.59	3.91	2,493,457	2,476,375
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY		11/12/2025	10/15/2028	3.58	3.91	4,988,672	4,952,750
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPC9	UNITED STATES TREASURY		11/7/2025	10/15/2028	3.58	3.91	5,761,690	5,720,426
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPD7	UNITED STATES TREASURY		10/31/2025	10/31/2030	3.71	4.01	2,988,398	2,953,470
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPD7	UNITED STATES TREASURY		11/17/2025	10/31/2030	3.71	4.01	1,628,613	1,609,641
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPD7	UNITED STATES TREASURY		12/10/2025	10/31/2030	3.78	4.01	1,986,172	1,968,980
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPD7	UNITED STATES TREASURY		4/30/2026	10/31/2030	4.01	4.01	1,033,389	1,033,715
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAE1	UNITED STATES TREASURY		11/6/2025	8/15/2030	3.76	4.00	1,641,725	1,649,289
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CAE1	UNITED STATES TREASURY		12/10/2025	8/15/2030	3.77	4.00	1,810,225	1,814,218
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		11/18/2025	11/15/2028	3.59	3.91	1,396,555	1,386,280
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		12/1/2025	11/15/2028	3.49	3.91	4,103,763	4,061,800
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		12/3/2025	11/15/2028	3.54	3.91	998,984	990,200
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		12/4/2025	11/15/2028	3.54	3.91	2,996,719	2,970,600
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		12/4/2025	11/15/2028	3.55	3.91	2,246,924	2,227,950
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPK1	UNITED STATES TREASURY		12/11/2025	11/15/2028	3.63	3.91	2,989,219	2,970,600
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPE5	UNITED STATES TREASURY		11/18/2025	10/31/2027	3.59	3.88	1,392,602	1,387,425
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		12/31/2025	12/15/2028	3.50	3.90	5,999,531	5,940,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		12/19/2025	12/15/2028	3.50	3.90	3,999,688	3,960,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		12/29/2025	12/15/2028	3.58	3.90	1,496,719	1,485,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		12/15/2025	12/15/2028	3.65	3.90	1,493,672	1,485,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		12/15/2025	12/15/2028	3.59	3.90	797,875	792,000

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		1/2/2026	12/15/2028	3.51	3.90	13,310,319	13,181,850
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPP0	UNITED STATES TREASURY		1/13/2026	12/15/2028	3.54	3.90	5,493,340	5,445,000
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPN5	UNITED STATES TREASURY		12/1/2025	11/30/2030	3.60	4.01	6,122,854	6,020,297
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPN5	UNITED STATES TREASURY		12/4/2025	11/30/2030	3.67	4.01	992,461	978,910
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPN5	UNITED STATES TREASURY		12/8/2025	11/30/2030	3.69	4.01	2,479,102	2,447,275
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPN5	UNITED STATES TREASURY		12/10/2025	11/30/2030	3.73	4.01	593,695	587,346
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGZ8	UNITED STATES TREASURY		12/10/2025	4/30/2030	3.75	3.98	3,959,063	3,929,240
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPR6	UNITED STATES TREASURY		1/2/2026	12/31/2030	3.69	4.01	3,932,980	3,880,420
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPT2	UNITED STATES TREASURY		1/23/2026	1/15/2029	3.67	3.91	4,976,172	4,948,050
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPT2	UNITED STATES TREASURY		2/5/2026	1/15/2029	3.64	3.91	4,482,070	4,453,245
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPT2	UNITED STATES TREASURY		2/10/2026	1/15/2029	3.57	3.91	5,987,578	5,937,660
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPW5	UNITED STATES TREASURY		2/3/2026	1/31/2031	3.83	4.01	1,295,227	1,285,167
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPW5	UNITED STATES TREASURY		2/2/2026	1/31/2031	3.79	4.01	8,692,417	8,609,630
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CPW5	UNITED STATES TREASURY		2/2/2026	1/31/2031	3.80	4.01	9,380,803	9,293,735
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CLK5	UNITED STATES TREASURY		2/13/2026	8/31/2029	3.62	3.94	8,000,938	7,920,960
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQD6	UNITED STATES TREASURY		3/4/2026	2/28/2031	3.67	4.01	3,968,438	3,910,640
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQD6	UNITED STATES TREASURY		3/17/2026	2/28/2031	3.84	4.01	516,961	513,272
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQD6	UNITED STATES TREASURY		3/2/2026	2/28/2031	3.51	4.01	3,108,542	3,040,523
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQD6	UNITED STATES TREASURY		3/25/2026	2/28/2031	4.01	4.01	977,539	977,660
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQA2	UNITED STATES TREASURY		3/9/2026	2/15/2029	3.56	3.91	4,842,422	4,797,717
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQA2	UNITED STATES TREASURY		3/6/2026	2/15/2029	3.57	3.91	4,990,625	4,946,100
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQA2	UNITED STATES TREASURY		3/2/2026	2/15/2029	3.38	3.91	31,836,651	31,392,897
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQA2	UNITED STATES TREASURY		3/5/2026	2/15/2029	3.48	3.91	3,252,158	3,214,965
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQE4	UNITED STATES TREASURY		3/17/2026	3/15/2029	3.75	3.91	1,142,049	1,137,327
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQE4	UNITED STATES TREASURY		3/17/2026	3/15/2029	3.73	3.91	1,987,109	1,977,960
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQE4	UNITED STATES TREASURY		3/25/2026	3/15/2029	3.91	3.91	1,483,066	1,483,470
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQE4	UNITED STATES TREASURY		4/9/2026	3/15/2029	3.87	3.91	3,390,215	3,387,257
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQE4	UNITED STATES TREASURY		4/7/2026	3/15/2029	3.83	3.91	4,310,748	4,302,063
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQG9	UNITED STATES TREASURY		3/31/2026	3/31/2031	4.02	4.02	3,974,063	3,973,440
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQG9	UNITED STATES TREASURY		4/1/2026	3/31/2031	3.92	4.02	2,834,309	2,821,440
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQG9	UNITED STATES TREASURY		4/1/2026	3/31/2031	3.94	4.02	2,118,475	2,110,592
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CJQ5	UNITED STATES TREASURY		3/23/2026	12/31/2030	4.04	4.02	3,950,156	3,954,240
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CHF1	UNITED STATES TREASURY		3/16/2026	5/31/2030	3.83	3.98	5,980,781	5,947,260
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CGS4	UNITED STATES TREASURY		4/7/2026	3/31/2030	3.91	3.98	1,484,473	1,481,070
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQK0	UNITED STATES TREASURY		4/30/2026	4/30/2031	3.98	4.02	3,980,938	3,973,120
MANAGED PORTFOLIO	US TREASURY OBLIGATION	91282CQJ3	UNITED STATES TREASURY		4/15/2026	4/15/2029	3.81	3.91	3,506,836	3,496,430
MANAGED PORTFOLIO	***SUB-TOTAL FOR US TREASURY OBLIGATION***								***1,035,616,653***	***1,037,038,062***
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297CAJ1	FRESB 2018-SB52 10F	V	11/18/2024	6/25/2028	4.69	4.15	512,261	524,236
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297DAJ9	FRESB 2018-SB53 A1F	V	6/9/2025	6/25/2028	4.41	4.19	306,950	309,501
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30297DAJ9	FRESB 2018-SB53 A1F	V	6/18/2025	6/25/2028	4.37	4.19	318,132	320,476
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	30308LAD1	FRESB 2018-SB57 A1F	V	7/10/2025	7/25/2028	4.30	4.74	1,567,859	1,558,036
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATS57	FEDERAL HOME LOAN BANKS		3/24/2023	3/10/2028	4.01	3.87	5,108,250	5,055,550
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATS57	FEDERAL HOME LOAN BANKS		3/27/2025	3/10/2028	4.04	3.87	4,050,320	4,044,440
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130ATUS4	FEDERAL HOME LOAN BANKS		2/1/2023	12/10/2027	3.77	3.89	5,105,600	5,027,400
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWBZ2	FEDERAL HOME LOAN BANKS		7/10/2025	6/11/2027	3.91	3.81	5,019,550	5,016,600
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWC24	FEDERAL HOME LOAN BANKS		6/30/2023	6/9/2028	4.04	3.92	1,996,120	2,003,260
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWN63	FEDERAL HOME LOAN BANKS		7/21/2023	6/30/2028	4.20	3.90	3,965,360	4,008,360
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWTQ3	FEDERAL HOME LOAN BANKS		10/2/2023	9/11/2026	4.98	3.71	6,931,120	7,022,330
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AWTR1	FEDERAL HOME LOAN BANKS		9/8/2023	9/8/2028	4.49	3.99	3,979,600	4,033,840
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3130AXU63	FEDERAL HOME LOAN BANKS		1/23/2024	11/17/2026	4.19	3.71	3,539,865	3,517,115
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPC60	FEDERAL FARM CREDIT BANKS FUNDING CORP		11/15/2023	11/15/2027	4.77	3.87	4,973,700	5,055,850
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPH81	FEDERAL FARM CREDIT BANKS FUNDING CORP		12/11/2023	10/4/2027	4.41	3.84	4,012,000	4,036,480
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPK79	FEDERAL FARM CREDIT BANKS FUNDING CORP		12/13/2023	12/7/2026	4.52	3.81	7,968,800	8,026,240
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPSW6	FEDERAL FARM CREDIT BANKS FUNDING CORP		8/14/2023	8/14/2026	4.70	3.74	3,978,200	4,008,320
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPSW6	FEDERAL FARM CREDIT BANKS FUNDING CORP		8/14/2023	8/14/2026	4.58	3.74	4,788,960	4,809,984
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPUW3	FEDERAL FARM CREDIT BANKS FUNDING CORP		9/11/2023	9/1/2026	4.80	3.76	3,994,800	4,012,720
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133EPZY4	FEDERAL FARM CREDIT BANKS FUNDING CORP		11/1/2023	7/30/2026	5.05	3.73	3,995,640	4,012,160
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERAK7	FEDERAL FARM CREDIT BANKS FUNDING CORP		4/15/2024	4/10/2029	4.64	3.94	4,942,000	5,060,450
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERDZ1	FEDERAL FARM CREDIT BANKS FUNDING CORP		5/30/2024	5/8/2026	5.04	3.81	7,957,920	8,001,520
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERPV7	FEDERAL FARM CREDIT BANKS FUNDING CORP		8/23/2024	8/16/2027	3.86	3.79	4,984,050	4,997,500
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3133ERSP7	FEDERAL FARM CREDIT BANKS FUNDING CORP		9/19/2024	9/10/2029	3.53	3.98	3,110,585	3,067,870
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AV6R5	FNGT 2017-T1 A	V	2/20/2024	6/25/2027	4.93	4.14	2,646,322	2,770,331
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AV6R5	FNGT 2017-T1 A	V	3/4/2024	6/25/2027	4.99	4.14	927,801	972,046
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136AY7L1	FNA 2018-M1 A2	V	4/21/2023	12/25/2027	4.92	4.64	590,786	613,949
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136B0YM2	FNA 2018-M2 A2	V	4/8/2025	1/25/2028	4.60	4.89	2,224,518	2,243,244
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136BTGM9	FNA 2024-M6 A2	V	12/17/2024	7/25/2027	4.45	4.43	3,817,512	3,912,851
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BTUM1	FHMS K-061 A2	V	5/24/2023	11/25/2026	4.31	3.92	1,569,432	1,611,341
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BUX60	FHMS K-062 A2		11/13/2023	12/25/2026	5.08	3.93	1,877,721	1,961,814
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BVZ82	FHMS K-063 A2	V	12/9/2022	1/25/2027	4.28	3.92	3,827,674	3,933,929
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BVZ82	FHMS K-063 A2	V	10/20/2023	1/25/2027	5.40	3.92	1,700,647	1,794,855
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BXRT1	FHMS K-S08 A2		9/16/2022	3/25/2027	4.08	4.00	894,504	917,471
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137BXRT1	FHMS K-S08 A2		1/13/2023	3/25/2027	4.31	4.00	456,260	471,134
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F1G44	FHMS K-065 A2		5/1/2023	4/25/2027	4.10	3.92	1,162,125	1,190,580
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F2LJ3	FHMS K-066 A2		7/15/2024	6/25/2027	4.76	3.91	2,030,978	2,103,659

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F2LJ3	FHMS K-066 A2		4/11/2025	6/25/2027	4.20	3.91	1,207,043	1,223,058
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F4D41	FHMS K-074 A2		3/4/2025	1/25/2028	4.36	4.07	1,697,891	1,718,704
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137F4X72	FHMS K-075 A2	V	3/10/2025	2/25/2028	4.23	4.06	2,295,967	2,316,112
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FAWS3	FHMS K-067 A2		4/18/2023	7/25/2027	4.09	4.00	3,858,125	3,956,080
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FAWS3	FHMS K-067 A2		6/9/2025	7/25/2027	4.19	4.00	1,957,656	1,978,040
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2		5/17/2023	8/25/2027	3.98	4.02	2,912,461	2,966,160
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2		6/21/2024	8/25/2027	4.81	4.02	2,575,758	2,669,544
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBBX3	FHMS K-068 A2		8/19/2024	8/25/2027	4.17	4.02	778,531	790,976
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	V	6/14/2023	9/25/2027	4.41	4.05	3,675,918	3,806,020
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	V	6/21/2024	9/25/2027	4.83	4.05	2,477,177	2,569,064
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	V	12/31/2024	9/25/2027	4.65	4.04	928,244	951,618
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FBU79	FHMS K-069 A2	V	3/11/2025	9/25/2027	4.27	4.05	703,950	713,629
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FCJK1	FHMS K-070 A2	V	8/1/2024	11/25/2027	4.55	4.06	1,851,685	1,901,169
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FCJK1	FHMS K-070 A2	V	12/31/2024	11/25/2027	4.65	4.05	1,118,131	1,145,777
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEBQ2	FHMS K-072 A2		3/28/2025	12/25/2027	4.28	4.07	640,263	647,574
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FETN0	FHMS K-073 A2		5/30/2023	1/25/2028	4.27	4.09	6,511,410	6,684,893
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FETN0	FHMS K-073 A2		3/28/2025	1/25/2028	4.29	4.09	5,604,453	5,673,525
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEZU7	FHMS K-076 A2		3/7/2025	4/25/2028	4.23	4.13	1,977,969	1,987,700
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FEZU7	FHMS K-076 A2		3/31/2025	4/25/2028	4.33	4.13	2,219,590	2,236,163
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FG6X8	FHMS K-077 A2	V	6/11/2025	5/25/2028	4.31	4.15	1,824,057	1,835,940
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FGZT5	FHMS K-079 A2		4/22/2025	6/25/2028	4.21	4.14	2,475,098	2,484,425
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FJEH8	FHMS K-081 A2	V	3/25/2024	8/25/2028	4.65	4.14	4,803,447	4,919,770
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FJZ93	FHMS K-084 A2	V	12/12/2024	10/25/2028	4.34	4.17	3,916,250	3,957,680
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FKZZ2	FHMS K-088 A2		5/7/2025	1/25/2029	4.17	4.14	1,965,234	1,974,160
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FL6P4	FHMS K-089 A2		7/3/2025	1/25/2029	4.10	4.17	328,653	329,367
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLMV3	FHMS K-090 A2		3/31/2025	2/25/2029	4.37	4.15	2,896,875	2,939,490
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLYV0	FHMS K-092 A2		9/24/2024	4/25/2029	3.82	4.18	1,954,531	1,949,340
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FMCR1	FHMS K-093 A2		10/21/2024	5/25/2029	4.15	4.18	2,804,815	2,846,108
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FNWX4	FHMS K-736 A2		10/11/2023	7/25/2026	5.30	3.74	1,629,931	1,749,645
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FPHK4	FHMS K-098 A2		3/31/2025	8/25/2029	4.31	4.19	1,852,344	1,892,580
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FQ3Y7	FHMS K-101 A1		12/31/2024	7/25/2029	4.96	4.50	570,382	582,753
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137H5YC5	FHMS K-748 A2	V	8/22/2024	1/25/2029	4.19	4.18	1,847,109	1,902,620
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137H9D71	FHMS K-750 A2		11/4/2024	9/25/2029	4.45	4.20	1,881,406	1,930,520
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HA4B9	FHMS K-751 A2	V	3/28/2025	3/25/2030	4.41	4.24	2,996,367	3,011,580
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HAMS2	FHMS K-507 A2	V	10/15/2024	9/25/2028	4.35	4.16	1,267,578	1,264,238
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HAST4	FHMS K-509 A2	V	10/15/2024	9/25/2028	4.34	4.18	1,524,492	1,518,810
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HAST4	FHMS K-509 A2	V	12/31/2025	9/25/2028	3.73	4.18	2,051,484	2,025,080
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HBFY5	FHMS K-513 A2		9/30/2024	12/25/2028	3.92	4.19	1,645,875	1,617,040
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HBFY5	FHMS K-513 A2		7/8/2025	12/25/2028	4.15	4.38	2,032,188	2,012,066
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HC2C5	FHMS K-517 A2	V	9/30/2024	1/25/2029	3.95	4.18	1,579,863	1,540,920
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HC2L5	FHMS K-518 A2	V	9/30/2024	1/25/2029	4.00	4.23	1,605,301	1,566,114
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HC2L5	FHMS K-518 A2	V	12/26/2025	1/25/2029	3.91	4.23	2,079,922	2,053,920
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HCKV3	FHMS K-520 A2	V	9/30/2024	3/25/2029	4.02	4.17	1,405,262	1,377,953
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HFNZ4	FHMS K-528 A2		9/12/2024	7/25/2029	4.02	4.21	566,089	558,841
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HH6C0	FHMS K-529 A2	V	10/16/2024	9/25/2029	4.02	4.26	974,088	968,790
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HHJL6	FHMS K-530 A2	V	11/27/2024	9/25/2029	4.64	4.23	1,201,222	1,213,475
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HHUN9	FHMS K-531 A2	V	12/12/2024	10/25/2029	4.65	4.25	803,634	808,280
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HKXJ8	FHMS K-539 A2		4/24/2025	1/25/2030	4.34	4.24	444,984	446,829
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HKXJ8	FHMS K-539 A2		12/10/2025	1/25/2030	4.00	4.24	6,083,438	6,024,660
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	US3137F64P90	FHMS K-739 A2		11/4/2024	9/25/2027	4.46	3.97	4,299,907	4,514,323
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	US3137F64P90	FHMS K-739 A2		3/28/2025	9/25/2027	4.26	3.97	663,169	685,421
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	880591FE7	TENNESSEE VALLEY AUTHORITY		8/8/2025	8/1/2030	3.97	4.03	597,558	596,304
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FTZQ3	FHMS K-110 A2		9/8/2025	4/25/2030	3.96	4.23	1,798,203	1,806,640
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HN4R6	FHMS K-546 A2		9/18/2025	5/25/2030	3.97	4.25	842,438	832,183
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HN6B9	FHMS K-547 A2	V	9/29/2025	5/25/2030	3.96	4.25	817,050	808,590
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HNZL5	FHR 5607 GJ		11/28/2025	5/15/2030	4.09	4.42	5,837,289	5,789,001
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FMTY8	FHMS K-094 A2		11/28/2025	6/25/2029	3.76	4.19	3,884,219	3,848,760
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FLN91	FHMS K-091 A2		11/28/2025	3/25/2029	3.74	4.17	3,123,422	3,090,969
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FKUP9	FHMS K-087 A2		12/31/2025	12/25/2028	3.75	4.17	1,931,660	1,912,418
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FK4M5	FHMS K-085 A2	V	12/26/2025	10/25/2028	3.83	4.17	2,008,125	1,991,280
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FK4M5	FHMS K-085 A2	V	2/4/2026	10/25/2028	3.80	4.17	2,913,367	2,887,356
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HPEX7	FHMS K-552 A2	V	12/23/2025	11/25/2030	4.14	4.29	959,965	951,053
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3136BGFX4	FNA 2021-M16 A2A		12/10/2025	11/25/2030	4.84	5.73	2,304,883	2,281,725
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HMC65	FHMS K-543 A2	V	1/28/2026	6/25/2030	4.05	4.26	2,018,828	2,002,543
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HPM75	FHR 5616 NG		1/30/2026	1/15/2031	4.10	4.48	4,157,221	4,112,635
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HPM75	FHR 5616 NG		3/16/2026	1/15/2031	4.17	4.48	4,006,140	3,970,994
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137HPU50	FHMS K-553 A2	V	1/15/2026	12/25/2030	4.02	4.29	520,651	514,556
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3140NX3J0	FN BZ3500		2/17/2026	5/1/2030	3.82	4.29	2,307,744	2,267,316
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FKSH0	FHMS K-086 A2	V	2/4/2026	11/25/2028	3.81	4.17	2,898,754	2,873,581
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FNX54	FHMS K-097 A2		2/27/2026	7/25/2029	3.73	4.19	3,842,500	3,796,160
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3140LK4E0	FN BS8920		2/17/2026	8/1/2028	3.61	4.25	1,039,552	1,025,732
MANAGED PORTFOLIO	FEDERAL AGENCY/GSE	3137FNAE0	FHMS K-095 A2		3/13/2026	6/25/2029	3.81	4.18	4,600,078	4,557,103
MANAGED PORTFOLIO	***SUB-TOTAL FOR FEDERAL AGENCY/GSE***								***282,210,785***	***284,382,883***
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBB3	COREBRIDGE GLOBAL FUNDING		8/22/2024	8/20/2027	4.66	4.53	1,859,702	1,862,660

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBD9	COREBRIDGE GLOBAL FUNDING		1/9/2025	1/7/2028	4.90	4.49	590,000	593,882
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBF4	COREBRIDGE GLOBAL FUNDING		6/6/2025	6/6/2030	4.88	4.87	973,801	974,396
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YBX6	ABBVIE INC		4/29/2025	11/21/2029	4.40	4.35	1,902,080	1,924,580
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YDS5	ABBVIE INC		9/19/2024	3/15/2029	3.99	4.28	1,197,468	1,175,638
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YDS5	ABBVIE INC		3/27/2025	3/15/2029	4.53	4.28	287,693	288,842
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YDS5	ABBVIE INC		12/26/2025	3/15/2029	3.95	4.24	3,002,342	2,972,397
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440EAV9	CHUBB INA HOLDINGS LLC		8/28/2023	5/3/2026	5.19	4.27	1,651,406	1,729,810
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440EAV9	CHUBB INA HOLDINGS LLC		12/29/2023	5/3/2026	4.60	4.27	2,207,530	2,269,750
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440KAA1	ACCENTURE CAPITAL INC		10/4/2024	10/4/2027	3.95	4.10	569,265	568,450
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00440KAB9	ACCENTURE CAPITAL INC		10/4/2024	10/4/2029	4.09	4.30	544,046	540,716
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00724PAH2	ADOBE INC		1/17/2025	1/17/2028	4.77	4.10	1,699,099	1,717,085
MANAGED PORTFOLIO	MEDIUM TERM NOTE	007903BJ5	ADVANCED MICRO DEVICES INC		3/24/2025	3/24/2028	4.32	4.06	2,095,000	2,104,448
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158AY2	AIR PRODUCTS AND CHEMICALS INC		2/13/2024	5/15/2027	4.71	4.06	1,829,260	1,955,440
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158BH8	AIR PRODUCTS AND CHEMICALS INC		9/3/2024	2/8/2029	4.11	4.32	509,605	503,520
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009158BN5	AIR PRODUCTS AND CHEMICALS INC		6/11/2025	6/11/2028	4.32	4.19	1,498,995	1,503,090
MANAGED PORTFOLIO	MEDIUM TERM NOTE	023135BC9	AMAZON.COM INC		7/15/2024	8/22/2027	4.73	4.03	3,819,680	3,955,120
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816DG1	AMERICAN EXPRESS CO	V	7/28/2023	7/28/2027	5.39	4.30	650,000	651,625
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816DV8	AMERICAN EXPRESS CO	V	7/26/2024	7/26/2028	5.05	4.50	475,000	478,890
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816ED7	AMERICAN EXPRESS CO	V	4/25/2025	4/25/2029	4.73	4.61	3,140,000	3,156,359
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816EJ4	AMERICAN EXPRESS CO	V	7/25/2025	7/20/2029	4.35	4.45	4,190,000	4,181,997
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02665WFQ9	AMERICAN HONDA FINANCE CORP		9/13/2024	9/5/2029	4.28	4.68	804,152	793,056
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02665WFT3	AMERICAN HONDA FINANCE CORP		7/8/2025	10/22/2027	4.42	4.50	2,626,313	2,622,979
MANAGED PORTFOLIO	MEDIUM TERM NOTE	03073EAV7	CENCORA INC		12/9/2024	12/15/2027	4.69	4.37	419,223	421,596
MANAGED PORTFOLIO	MEDIUM TERM NOTE	032654BD6	ANALOG DEVICES INC		6/16/2025	6/15/2028	4.29	4.26	2,292,521	2,294,564
MANAGED PORTFOLIO	MEDIUM TERM NOTE	032654BE4	ANALOG DEVICES INC		6/16/2025	6/15/2030	4.52	4.42	1,273,878	1,278,519
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833EY2	APPLE INC		5/12/2025	5/12/2028	4.07	4.03	1,746,570	1,749,073
MANAGED PORTFOLIO	MEDIUM TERM NOTE	037833EZ9	APPLE INC		5/12/2025	5/12/2030	4.24	4.07	673,853	678,260
MANAGED PORTFOLIO	MEDIUM TERM NOTE	04685A3T6	ATHENE GLOBAL FUNDING		3/26/2024	3/25/2027	5.52	4.54	2,555,000	2,576,794
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05253JB75	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y		6/18/2025	6/18/2028	4.36	4.16	1,850,000	1,857,289
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECH6	BMW US CAPITAL LLC		4/2/2024	4/2/2027	4.94	4.01	2,447,085	2,469,527
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECW3	BMW US CAPITAL LLC		3/21/2025	3/21/2028	4.77	4.38	354,823	357,343
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565ECY9	BMW US CAPITAL LLC		3/21/2025	3/21/2030	5.06	4.66	284,926	288,862
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GGL7	BANK OF AMERICA CORP	V	11/5/2024	4/24/2028	4.81	4.41	3,820,040	3,893,618
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GHG7	BANK OF AMERICA CORP	V	9/13/2024	3/5/2029	4.41	4.47	492,925	495,550
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GHM4	BANK OF AMERICA CORP	V	11/12/2024	7/23/2029	4.79	4.49	1,965,280	1,990,540
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GLS6	BANK OF AMERICA CORP	V	3/26/2025	9/15/2029	4.70	4.52	2,070,900	2,057,900
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GMK2	BANK OF AMERICA CORP	V	1/24/2025	1/24/2029	4.98	4.49	9,625,000	9,702,289
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GMT3	BANK OF AMERICA CORP	V	5/9/2025	5/9/2029	4.81	4.49	3,980,000	3,989,910
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06405LAH4	BANK OF NEW YORK MELLON	V	4/22/2025	4/20/2029	4.73	4.31	3,030,000	3,053,998
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06405LAH4	BANK OF NEW YORK MELLON	V	4/22/2025	4/20/2029	4.73	4.31	895,000	902,019
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RAH0	BANK OF NEW YORK MELLON CORP		9/13/2024	4/28/2028	3.99	4.05	746,340	747,105
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RBA4	BANK OF NEW YORK MELLON CORP		8/31/2022	1/26/2027	3.95	3.91	3,695,080	3,946,120
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RBX4	BANK OF NEW YORK MELLON CORP	V	7/22/2024	7/21/2028	4.89	4.26	2,050,000	2,065,068
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RCH8	BANK OF NEW YORK MELLON CORP	V	6/10/2025	6/9/2028	4.44	4.30	1,785,000	1,788,766
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC		7/26/2024	7/26/2027	4.55	4.03	2,002,720	2,012,780
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC		7/26/2024	7/26/2027	4.57	4.03	3,002,580	3,019,170
MANAGED PORTFOLIO	MEDIUM TERM NOTE	09290DAH4	BLACKROCK INC		7/26/2024	7/26/2027	4.60	4.03	1,654,950	1,665,575
MANAGED PORTFOLIO	MEDIUM TERM NOTE	10373QBY5	BP CAPITAL MARKETS AMERICA INC		5/17/2024	11/17/2027	5.02	4.13	2,700,000	2,733,885
MANAGED PORTFOLIO	MEDIUM TERM NOTE	127387AM0	CADENCE DESIGN SYSTEMS INC		9/10/2024	9/10/2027	4.21	4.30	1,539,738	1,537,859
MANAGED PORTFOLIO	MEDIUM TERM NOTE	133131BA9	CAMDEN PROPERTY TRUST		11/3/2023	11/3/2026	5.85	4.19	1,799,946	1,812,546
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP		5/17/2024	5/14/2027	4.89	3.94	5,014,650	5,053,600
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAQ3	CATERPILLAR FINANCIAL SERVICES CORP		8/16/2024	8/16/2029	4.44	4.25	728,022	732,635
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAR1	CATERPILLAR FINANCIAL SERVICES CORP		8/16/2024	10/15/2027	4.42	4.06	194,903	195,928
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAR1	CATERPILLAR FINANCIAL SERVICES CORP		8/16/2024	10/15/2027	4.42	4.11	504,748	507,055
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAS9	CATERPILLAR FINANCIAL SERVICES CORP		11/15/2024	11/15/2027	4.63	4.10	1,248,925	1,259,175
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAU4	CATERPILLAR FINANCIAL SERVICES CORP		11/15/2024	11/15/2029	4.74	4.28	549,104	557,491
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UAX8	CATERPILLAR FINANCIAL SERVICES CORP		1/8/2025	1/8/2030	4.84	4.11	1,542,018	1,581,261
MANAGED PORTFOLIO	MEDIUM TERM NOTE	166756BB1	CHEVRON USA INC		2/26/2025	2/26/2028	4.48	4.11	6,165,000	6,202,668
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17252MAR1	CINTAS CORPORATION NO 2		5/2/2025	5/1/2028	4.25	4.23	1,737,773	1,739,165
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBQ4	CISCO SYSTEMS INC		2/26/2024	2/26/2027	4.85	3.97	2,661,536	2,680,910
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBQ4	CISCO SYSTEMS INC		3/4/2024	2/26/2027	4.78	3.97	2,336,261	2,348,940
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBX9	CISCO SYSTEMS INC		2/24/2025	2/24/2030	4.77	4.29	124,906	126,981
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17275RBX9	CISCO SYSTEMS INC		3/12/2025	2/24/2030	4.56	4.29	2,016,520	2,031,700
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967LW9	CITIGROUP INC	V	5/19/2025	4/23/2029	4.72	4.47	3,134,239	3,166,075
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967LW9	CITIGROUP INC	V	12/10/2025	4/23/2029	4.48	4.47	1,002,407	997,463
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967PF2	CITIGROUP INC	V	7/16/2025	2/13/2030	4.74	4.58	1,926,942	1,928,905
MANAGED PORTFOLIO	MEDIUM TERM NOTE	172967PZ8	CITIGROUP INC	V	5/7/2025	5/7/2028	4.64	4.47	3,735,000	3,741,499
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBB3	CITIBANK NA		8/6/2024	9/29/2028	4.51	4.16	722,692	714,916
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBL1	CITIBANK NA	V	11/19/2024	11/19/2027	4.88	4.24	1,925,000	1,931,584
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBN7	CITIBANK NA		5/29/2025	5/29/2027	4.58	4.07	955,000	959,699
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17325FBP2	CITIBANK NA		5/29/2025	5/29/2030	4.91	4.46	1,000,000	1,016,580
MANAGED PORTFOLIO	MEDIUM TERM NOTE	17327CAW3	CITIGROUP INC	V	3/4/2025	3/4/2029	4.79	4.51	2,805,000	2,818,240
MANAGED PORTFOLIO	MEDIUM TERM NOTE	194162AT0	COLGATE-PALMOLIVE CO		5/2/2025	5/1/2030	4.21	4.16	1,614,144	1,617,342
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20030NDK4	COMCAST CORP		11/5/2024	4/1/2027	4.46	3.96	3,812,544	3,891,902

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20271RAV2	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)		3/14/2025	3/14/2028	4.42	4.13	1,580,000	1,588,058
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABC5	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)		9/3/2024	1/9/2029	4.28	4.27	510,175	506,650
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABM3	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)		5/27/2025	5/27/2027	4.37	4.10	1,485,000	1,489,188
MANAGED PORTFOLIO	MEDIUM TERM NOTE	231021AY2	CUMMINS INC		5/9/2025	5/9/2028	4.28	4.17	299,790	300,468
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXF1	JOHN DEERE CAPITAL CORP		1/17/2024	1/8/2027	4.52	4.00	3,997,840	4,013,320
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EXT1	JOHN DEERE CAPITAL CORP		8/20/2024	6/11/2029	4.33	4.25	2,044,940	2,034,340
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EYD5	JOHN DEERE CAPITAL CORP		6/5/2025	6/5/2028	4.28	4.07	1,163,963	1,169,078
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26442CAX2	DUKE ENERGY CAROLINAS LLC		12/12/2023	11/15/2028	4.90	4.29	3,653,676	3,779,482
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26442CBA1	DUKE ENERGY CAROLINAS LLC		2/28/2025	2/1/2030	4.69	4.43	1,804,900	1,864,480
MANAGED PORTFOLIO	MEDIUM TERM NOTE	26875PAX9	EOG RESOURCES INC		7/1/2025	7/15/2028	4.43	4.25	984,035	987,866
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29446Q2A0	EQUITABLE AMERICA GLOBAL FUNDING		6/9/2025	6/9/2028	4.66	4.61	3,218,937	3,222,383
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29446Q2B8	EQUITABLE AMERICA GLOBAL FUNDING		6/9/2025	6/9/2030	4.97	4.92	1,418,566	1,421,339
MANAGED PORTFOLIO	MEDIUM TERM NOTE	29449WAT4	EQUITABLE FINANCIAL LIFE GLOBAL FUNDING		3/27/2025	3/27/2030	5.05	4.84	434,108	437,414
MANAGED PORTFOLIO	MEDIUM TERM NOTE	30303M8S4	META PLATFORMS INC		8/16/2024	8/15/2029	4.29	4.29	1,595,750	1,595,595
MANAGED PORTFOLIO	MEDIUM TERM NOTE	30303M8S4	META PLATFORMS INC		3/27/2025	8/15/2029	4.40	4.29	403,315	405,151
MANAGED PORTFOLIO	MEDIUM TERM NOTE	31677QBU2	FIFTH THIRD BANK NA	V	1/28/2025	1/28/2028	4.97	4.51	1,015,000	1,018,004
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO		7/24/2023	5/15/2028	4.78	4.16	3,935,680	4,017,360
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO		9/19/2024	5/15/2028	3.96	4.18	862,019	853,336
MANAGED PORTFOLIO	MEDIUM TERM NOTE	341081GN1	FLORIDA POWER & LIGHT CO		3/27/2025	5/15/2028	4.45	4.18	229,646	230,903
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334KL4	GEORGIA POWER CO		11/6/2024	9/15/2029	4.67	4.36	1,762,476	1,827,372
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334KL4	GEORGIA POWER CO		3/27/2025	9/15/2029	4.65	4.36	446,234	459,210
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GC77	GOLDMAN SACHS GROUP INC	V	4/23/2025	4/23/2028	4.94	4.44	1,560,000	1,567,332
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38145GAH3	GOLDMAN SACHS GROUP INC		11/14/2023	11/16/2026	5.94	4.11	1,400,475	1,495,095
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38151LAG5	GOLDMAN SACHS BANK USA	V	5/21/2024	5/21/2027	5.41	4.42	1,265,000	1,265,645
MANAGED PORTFOLIO	MEDIUM TERM NOTE	40139LBK8	GUARDIAN LIFE GLOBAL FUNDING		4/28/2025	4/28/2030	4.80	4.55	1,500,000	1,513,620
MANAGED PORTFOLIO	MEDIUM TERM NOTE	40428HR95	HSBC USA INC		6/3/2025	6/3/2028	4.67	4.31	764,640	770,049
MANAGED PORTFOLIO	MEDIUM TERM NOTE	427866BK3	HERSHEY CO		2/24/2025	2/24/2028	4.57	4.09	779,462	785,951
MANAGED PORTFOLIO	MEDIUM TERM NOTE	427866BL1	HERSHEY CO		2/24/2025	2/24/2030	4.79	4.33	628,891	639,053
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DB5	HOME DEPOT INC		6/25/2024	6/25/2027	4.92	4.02	2,796,304	2,824,864
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DB5	HOME DEPOT INC		6/25/2024	6/25/2027	5.00	4.02	1,684,406	1,705,007
MANAGED PORTFOLIO	MEDIUM TERM NOTE	438516BU9	HONEYWELL INTERNATIONAL INC		8/20/2024	8/15/2029	4.20	4.33	1,865,940	1,901,180
MANAGED PORTFOLIO	MEDIUM TERM NOTE	440452AK6	HORMEL FOODS CORP		3/8/2024	3/30/2027	4.84	3.96	1,053,977	1,062,121
MANAGED PORTFOLIO	MEDIUM TERM NOTE	44644MAK7	HUNTINGTON NATIONAL BANK	V	2/26/2025	4/12/2028	4.87	4.44	1,265,000	1,269,415
MANAGED PORTFOLIO	MEDIUM TERM NOTE	44891ADU8	HYUNDAI CAPITAL AMERICA		6/23/2025	6/23/2027	4.88	4.52	2,854,629	2,866,163
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PAX4	JPMORGAN CHASE & CO	V	3/27/2025	12/5/2029	4.74	4.53	2,476,000	2,495,000
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PAX4	JPMORGAN CHASE & CO	V	12/5/2025	12/5/2029	4.08	4.53	6,068,173	5,992,990
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PAX4	JPMORGAN CHASE & CO	V	12/5/2025	12/5/2029	4.08	4.54	3,031,560	2,993,616
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PCJ3	JPMORGAN CHASE & CO	V	9/13/2024	6/1/2029	4.35	4.47	553,518	571,650
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PDW3	JPMORGAN CHASE & CO	V	10/23/2023	10/22/2027	6.07	4.29	1,205,000	1,215,026
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEA0	JPMORGAN CHASE & CO	V	1/23/2024	1/23/2028	5.04	4.38	695,000	698,225
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEE2	JPMORGAN CHASE & CO	V	4/22/2024	4/22/2028	5.57	4.39	240,000	242,683
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEL6	JPMORGAN CHASE & CO	V	7/22/2024	7/22/2028	4.98	4.40	950,000	956,403
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEP7	JPMORGAN CHASE & CO	V	10/22/2024	10/22/2028	4.49	4.42	195,098	195,224
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEP7	JPMORGAN CHASE & CO	V	10/22/2024	10/22/2028	4.51	4.42	895,000	896,029
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PEU6	JPMORGAN CHASE & CO	V	1/24/2025	1/24/2029	4.92	4.42	2,485,000	2,504,979
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CK2	ELI LILLY AND CO		8/16/2024	2/9/2029	4.13	4.15	1,516,917	1,508,334
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CK2	ELI LILLY AND CO		3/27/2025	2/9/2029	4.35	4.15	386,944	388,434
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CQ9	ELI LILLY AND CO		8/14/2024	8/14/2029	4.25	4.23	1,137,503	1,139,042
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CU0	ELI LILLY AND CO		2/12/2025	2/12/2028	4.57	4.12	664,574	669,615
MANAGED PORTFOLIO	MEDIUM TERM NOTE	532457CV8	ELI LILLY AND CO		2/12/2025	2/12/2030	4.76	4.25	324,815	330,463
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAA9	LINCOLN FINANCIAL GLOBAL FUNDING		1/13/2025	1/13/2030	5.31	4.88	164,921	167,336
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAB7	LINCOLN FINANCIAL GLOBAL FUNDING		5/28/2025	5/28/2028	4.64	4.57	1,209,637	1,211,186
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAB7	LINCOLN FINANCIAL GLOBAL FUNDING		5/28/2025	5/28/2028	4.64	4.62	2,029,391	2,030,238
MANAGED PORTFOLIO	MEDIUM TERM NOTE	539830CC1	LOCKHEED MARTIN CORP		11/6/2024	2/15/2029	4.57	4.28	1,590,789	1,603,862
MANAGED PORTFOLIO	MEDIUM TERM NOTE	539830CC1	LOCKHEED MARTIN CORP		3/27/2025	2/15/2029	4.52	4.28	404,692	407,250
MANAGED PORTFOLIO	MEDIUM TERM NOTE	55261FAU8	M&T BANK CORP	V	12/17/2024	1/16/2029	4.84	4.71	870,000	873,445
MANAGED PORTFOLIO	MEDIUM TERM NOTE	55279HAW0	MANUFACTURERS AND TRADERS TRUST CO		8/6/2024	1/27/2028	5.15	4.33	340,111	347,018
MANAGED PORTFOLIO	MEDIUM TERM NOTE	564760CC8	MANUFACTURERS AND TRADERS TRUST CO	V	6/17/2025	7/6/2028	4.76	4.53	520,000	521,326
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571676AX3	MARS INC		3/12/2025	3/1/2028	4.60	4.24	2,059,979	2,072,236
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571676AY1	MARS INC		3/12/2025	3/1/2030	4.83	4.50	739,201	747,496
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC		11/8/2024	11/8/2027	4.57	4.23	1,009,303	1,014,525
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC		11/8/2024	11/8/2027	4.57	4.26	429,703	431,733
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC		11/8/2024	11/8/2027	4.59	4.23	2,357,310	2,370,573
MANAGED PORTFOLIO	MEDIUM TERM NOTE	571748BY7	MARSH & MCLENNAN COMPANIES INC		11/8/2024	11/8/2027	4.59	4.26	599,316	602,419
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629TBV8	MASSMUTUAL GLOBAL FUNDING II		1/10/2025	1/10/2030	4.96	4.57	1,599,232	1,620,512
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629TBW6	MASSMUTUAL GLOBAL FUNDING II		3/27/2025	3/27/2028	4.49	4.24	3,670,627	3,688,928
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629W4T4	MASSMUTUAL GLOBAL FUNDING II		8/16/2024	5/30/2029	4.51	4.54	1,525,333	1,510,704
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57629W4T4	MASSMUTUAL GLOBAL FUNDING II		3/26/2025	5/30/2029	4.60	4.54	387,767	386,577
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57636QBA1	MASTERCARD INC		9/5/2024	1/15/2028	4.12	4.04	839,538	840,806
MANAGED PORTFOLIO	MEDIUM TERM NOTE	57636QBF0	MASTERCARD INC		2/27/2025	3/15/2028	4.58	4.07	1,224,069	1,234,984
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58769JAL1	MERCEDES-BENZ FINANCE NORTH AMERICA LLC		9/3/2024	8/3/2028	4.42	4.42	358,474	355,040
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58769JAQ0	MERCEDES-BENZ FINANCE NORTH AMERICA LLC		1/11/2024	1/11/2027	4.84	4.01	699,286	703,745
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58989V2J2	MET TOWER GLOBAL FUNDING		10/1/2024	10/1/2027	4.02	4.32	494,708	492,857
MANAGED PORTFOLIO	MEDIUM TERM NOTE	592179KL8	METROPOLITAN LIFE GLOBAL FUNDING I		6/11/2024	6/11/2027	5.10	4.30	1,732,849	1,748,915

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	59217GFT1	METROPOLITAN LIFE GLOBAL FUNDING I		1/9/2025	1/9/2030	4.95	4.63	1,317,281	1,331,867
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690DK72	MORGAN STANLEY BANK NA	V	1/21/2025	1/12/2029	5.02	4.44	1,315,000	1,327,216
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U7W4	MORGAN STANLEY BANK NA		11/1/2023	10/30/2026	5.88	4.07	2,340,000	2,357,410
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8A1	MORGAN STANLEY BANK NA	V	1/18/2024	1/14/2028	4.95	4.37	1,250,000	1,254,950
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8B9	MORGAN STANLEY BANK NA	V	5/30/2024	5/26/2028	5.50	4.42	680,000	687,609
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8E3	MORGAN STANLEY BANK NA	V	7/19/2024	7/14/2028	4.97	4.45	1,060,000	1,066,254
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61690U8G8	MORGAN STANLEY BANK NA	V	10/18/2024	10/15/2027	4.45	4.33	1,140,000	1,140,581
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFA8	MORGAN STANLEY	V	8/6/2024	2/1/2029	4.70	4.50	349,595	348,536
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFH3	MORGAN STANLEY	V	5/19/2025	11/1/2029	4.72	4.60	3,917,160	3,876,798
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFH3	MORGAN STANLEY	V	12/26/2025	11/1/2029	4.16	4.60	2,008,150	1,974,874
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFP5	MORGAN STANLEY	V	4/19/2024	4/13/2028	5.65	4.44	1,530,000	1,547,136
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFY6	MORGAN STANLEY	V	4/17/2025	4/12/2029	4.99	4.54	2,250,000	2,268,855
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61776NVE0	MORGAN STANLEY PRIVATE BANK NA	V	7/21/2025	7/6/2028	4.47	4.46	2,125,000	2,124,681
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2E9	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING		11/21/2024	10/15/2029	5.09	4.72	1,596,575	1,621,278
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2E9	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING		3/26/2025	10/15/2029	4.91	4.72	452,052	455,359
MANAGED PORTFOLIO	MEDIUM TERM NOTE	62829D2G4	MUTUAL OF OMAHA COMPANIES GLOBAL FUNDING		7/8/2025	6/9/2028	4.46	4.60	1,316,880	1,312,567
MANAGED PORTFOLIO	MEDIUM TERM NOTE	632525CA7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)		11/26/2024	10/26/2027	4.61	4.10	448,691	452,592
MANAGED PORTFOLIO	MEDIUM TERM NOTE	632525CJ8	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)		6/13/2025	6/13/2028	4.31	4.16	2,275,000	2,281,575
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63253QAJ3	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)		6/11/2024	6/11/2027	5.09	4.07	1,335,000	1,349,538
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFR8	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		5/10/2024	5/6/2027	5.12	4.12	939,417	948,404
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		9/16/2024	6/15/2029	4.22	4.32	223,329	220,050
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFW7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		2/7/2025	2/7/2028	4.77	4.30	864,619	871,263
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFX5	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		3/27/2025	2/7/2030	4.78	4.43	2,014,320	2,034,900
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AK1	NATIONAL SECURITIES CLEARING CORP		8/6/2024	5/30/2028	4.32	4.25	353,035	349,930
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AN5	NATIONAL SECURITIES CLEARING CORP		5/20/2025	5/20/2027	4.40	3.92	4,431,053	4,454,425
MANAGED PORTFOLIO	MEDIUM TERM NOTE	637639AQ8	NATIONAL SECURITIES CLEARING CORP		5/20/2025	5/20/2030	4.71	4.31	1,364,154	1,384,165
MANAGED PORTFOLIO	MEDIUM TERM NOTE	641423CC0	NEVADA POWER CO		8/16/2024	5/1/2029	4.51	4.43	1,579,361	1,601,888
MANAGED PORTFOLIO	MEDIUM TERM NOTE	641423CC0	NEVADA POWER CO		3/27/2025	5/1/2029	4.60	4.43	401,230	406,595
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFJ7	NEW YORK LIFE GLOBAL FUNDING		10/1/2024	10/1/2027	3.91	4.29	1,919,578	1,909,843
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFK4	NEW YORK LIFE GLOBAL FUNDING		12/5/2024	12/5/2029	4.61	4.42	1,334,239	1,343,010
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64953BBW7	NEW YORK LIFE GLOBAL FUNDING		4/25/2025	4/25/2028	4.43	4.29	2,693,114	2,700,579
MANAGED PORTFOLIO	MEDIUM TERM NOTE	65339KDG2	NEXTERA ENERGY CAPITAL HOLDINGS INC		2/4/2025	2/4/2028	4.85	4.35	464,986	468,892
MANAGED PORTFOLIO	MEDIUM TERM NOTE	65339KDH0	NEXTERA ENERGY CAPITAL HOLDINGS INC	V	2/4/2025	2/4/2028	5.18	4.19	2,325,000	2,334,254
MANAGED PORTFOLIO	MEDIUM TERM NOTE	665859AW4	NORTHERN TRUST CORP		11/30/2022	5/10/2027	4.58	4.08	2,442,500	2,498,050
MANAGED PORTFOLIO	MEDIUM TERM NOTE	665859AW4	NORTHERN TRUST CORP		1/13/2023	5/10/2027	4.21	4.08	1,487,715	1,498,830
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2M0	NORTHWESTERN MUTUAL GLOBAL FUNDING		8/19/2024	6/12/2028	4.40	4.36	1,322,438	1,314,021
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2M0	NORTHWESTERN MUTUAL GLOBAL FUNDING		3/26/2025	6/12/2028	4.48	4.36	354,351	353,775
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2T5	NORTHWESTERN MUTUAL GLOBAL FUNDING		9/12/2024	9/12/2027	4.11	4.28	819,975	818,171
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66815L2U2	NORTHWESTERN MUTUAL GLOBAL FUNDING		1/13/2025	1/13/2030	4.96	4.58	1,594,936	1,615,496
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66989HAT5	NOVARTIS CAPITAL CORP		9/18/2024	9/18/2029	3.85	4.24	927,740	917,082
MANAGED PORTFOLIO	MEDIUM TERM NOTE	67080LAA3	NUVEEN LLC		10/2/2024	11/1/2028	4.10	4.36	796,880	793,192
MANAGED PORTFOLIO	MEDIUM TERM NOTE	677347CJ3	OHIO EDISON CO		5/23/2025	12/15/2029	4.95	4.62	429,948	434,575
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BR5	PNC FINANCIAL SERVICES GROUP INC	V	3/26/2025	6/12/2029	4.64	4.37	2,055,340	2,048,260
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475BV6	PNC FINANCIAL SERVICES GROUP INC	V	1/22/2024	1/21/2028	5.30	4.73	490,000	493,136
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69353RFZ6	PNC BANK NA (DELAWARE)	V	7/21/2025	7/21/2028	4.63	4.39	1,380,000	1,380,662
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RS56	PACCAR FINANCIAL CORP		8/10/2023	8/10/2026	5.07	4.09	1,844,078	1,849,631
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT22	PACCAR FINANCIAL CORP		5/13/2024	5/13/2027	5.03	3.99	424,673	429,314
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT30	PACCAR FINANCIAL CORP		8/6/2024	8/6/2027	4.50	3.99	3,899,806	3,926,673
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT48	PACCAR FINANCIAL CORP		9/26/2024	9/26/2029	4.05	4.14	254,475	253,888
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT63	PACCAR FINANCIAL CORP		3/3/2025	3/3/2028	4.57	4.06	1,224,253	1,235,584
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT71	PACCAR FINANCIAL CORP		5/8/2025	5/8/2030	4.59	4.32	2,211,567	2,233,429
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69448TAC5	PACIFIC LIFE GLOBAL FUNDING II		7/8/2025	5/1/2028	4.22	4.34	880,276	876,855
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69448TAC5	PACIFIC LIFE GLOBAL FUNDING II		7/8/2025	5/1/2028	4.23	4.34	3,027,067	3,016,381
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II		8/6/2024	7/18/2028	4.40	4.39	358,652	352,990
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II		8/16/2024	7/18/2028	4.58	4.38	1,001,564	992,729
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL2U2	PACIFIC LIFE GLOBAL FUNDING II		3/26/2025	7/18/2028	4.52	4.38	262,586	260,975
MANAGED PORTFOLIO	MEDIUM TERM NOTE	6944PL3F4	PACIFIC LIFE GLOBAL FUNDING II		2/10/2025	2/10/2030	4.86	4.63	824,711	831,130
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448FX1	PEPSICO INC		9/3/2024	7/17/2029	3.98	4.20	511,250	504,275
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GA0	PEPSICO INC		2/7/2025	2/7/2028	4.47	3.98	2,848,803	2,871,774
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GB8	PEPSICO INC		2/7/2025	2/7/2030	4.64	4.19	364,387	370,037
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GH5	PEPSICO INC		7/31/2025	7/23/2030	4.32	4.20	2,497,650	2,509,475
MANAGED PORTFOLIO	MEDIUM TERM NOTE	713448GL6	PEPSICO INC		7/31/2025	1/15/2029	4.21	4.14	2,491,325	2,497,300
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081ET6	PFIZER INC		8/16/2024	3/15/2029	4.22	4.19	498,546	504,821
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081ET6	PFIZER INC		3/27/2025	3/15/2029	4.43	4.19	501,639	509,722
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74153WCW7	PRICOA GLOBAL FUNDING I		5/28/2025	5/28/2030	4.72	4.58	1,993,584	2,003,958
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LEX3	PRINCIPAL LIFE GLOBAL FUNDING II		1/16/2024	1/16/2027	5.01	4.22	474,815	477,546
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFA2	PRINCIPAL LIFE GLOBAL FUNDING II		8/19/2024	8/19/2027	4.63	4.40	789,384	791,959
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFB0	PRINCIPAL LIFE GLOBAL FUNDING II		11/27/2024	11/27/2029	4.95	4.65	519,979	525,086
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74256LFC8	PRINCIPAL LIFE GLOBAL FUNDING II		1/9/2025	1/9/2028	4.83	4.47	1,938,506	1,950,301
MANAGED PORTFOLIO	MEDIUM TERM NOTE	742718GM5	PROCTER & GAMBLE CO		5/1/2025	5/1/2030	4.10	4.13	997,940	997,150
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74456QBU9	PUBLIC SERVICE ELECTRIC AND GAS CO		7/26/2023	5/1/2028	4.86	4.22	1,929,762	2,009,096
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74456QBX3	PUBLIC SERVICE ELECTRIC AND GAS CO		1/31/2024	9/1/2028	4.57	4.33	2,539,642	2,599,336
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74464AAC5	PUBLIC STORAGE OPERATING CO		7/2/2025	7/1/2030	4.44	4.37	1,994,660	2,000,160
MANAGED PORTFOLIO	MEDIUM TERM NOTE	771196CP5	ROCHE HOLDINGS INC		9/18/2024	9/9/2029	3.96	4.30	757,913	747,683

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857449AE2	STATE STREET BANK AND TRUST CO		4/21/2025	11/23/2029	4.59	4.34	2,015,560	2,028,780
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477CL5	STATE STREET CORP		3/18/2024	3/18/2027	4.99	4.05	5,460,000	5,499,858
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477CU5	STATE STREET CORP		2/28/2025	2/28/2028	4.51	4.17	2,790,000	2,806,935
MANAGED PORTFOLIO	MEDIUM TERM NOTE	857477DA8	STATE STREET CORP	V	4/24/2025	4/24/2028	4.54	4.27	595,000	596,523
MANAGED PORTFOLIO	MEDIUM TERM NOTE	87612EBU9	TARGET CORP		6/10/2025	6/15/2028	4.35	4.11	739,993	743,434
MANAGED PORTFOLIO	MEDIUM TERM NOTE	882508CK8	TEXAS INSTRUMENTS INC		5/23/2025	5/23/2030	4.51	4.35	599,652	603,270
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TMK8	TOYOTA MOTOR CREDIT CORP		8/20/2024	8/9/2029	4.40	4.35	2,012,880	2,011,960
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TNG6	TOYOTA MOTOR CREDIT CORP		5/15/2025	5/14/2027	4.52	4.05	1,109,501	1,114,973
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89788JAF6	TRUIST BANK	V	7/24/2025	7/24/2028	4.42	4.46	1,420,000	1,418,821
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90261AAD4	UBS AG (STAMFORD BRANCH)	V	1/10/2025	1/10/2028	4.86	4.29	1,160,000	1,164,420
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90327QD97	USAA CAPITAL CORP		6/3/2024	6/1/2027	5.36	4.11	1,625,289	1,649,495
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90327QDA4	USAA CAPITAL CORP		6/2/2025	6/1/2028	4.44	4.27	833,422	836,687
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90331HPP2	US BANK NA	V	10/22/2024	10/22/2027	4.51	4.31	1,935,000	1,936,742
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90331HPS6	US BANK NA	V	5/15/2025	5/15/2028	4.88	4.47	1,035,000	1,038,654
MANAGED PORTFOLIO	MEDIUM TERM NOTE	904764BU0	UNILEVER CAPITAL CORP		8/12/2024	8/12/2027	4.35	3.99	738,024	742,205
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91159HJF8	US BANCORP	V	8/13/2024	7/22/2028	4.75	4.49	1,501,755	1,510,903
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91159HJF8	US BANCORP	V	3/26/2025	7/22/2028	4.60	4.49	414,469	415,248
MANAGED PORTFOLIO	MEDIUM TERM NOTE	91324PEY4	UNITEDHEALTH GROUP INC		3/21/2024	4/15/2027	4.85	4.03	2,085,363	2,110,143
MANAGED PORTFOLIO	MEDIUM TERM NOTE	931142FN8	WALMART INC		4/28/2025	4/28/2030	4.39	4.11	549,049	554,653
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LBX6	WASTE MANAGEMENT INC		7/3/2024	7/3/2027	4.99	4.08	1,882,719	1,902,323
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC		11/4/2024	3/15/2028	4.57	4.16	1,606,410	1,619,269
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC		11/4/2024	3/15/2028	4.57	4.08	3,826,448	3,862,420
MANAGED PORTFOLIO	MEDIUM TERM NOTE	94106LCB3	WASTE MANAGEMENT INC		3/27/2025	3/15/2028	4.39	4.16	426,271	427,447
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3L5	WELLS FARGO & CO	V	4/22/2024	4/22/2028	5.71	4.44	995,000	1,006,920
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3R2	WELLS FARGO & CO	V	1/24/2025	1/24/2028	4.90	4.39	1,010,000	1,013,586
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3T8	WELLS FARGO & CO	V	4/23/2025	4/23/2029	4.97	4.49	2,295,000	2,315,839
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3T8	WELLS FARGO & CO	V	4/23/2025	4/23/2029	4.97	4.55	1,395,000	1,405,903
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95954A2B8	WESTERN-SOUTHERN GLOBAL FUNDING		7/16/2025	7/16/2028	4.52	4.54	1,674,297	1,673,359
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RT97	PACCAR FINANCIAL CORP		8/8/2025	8/8/2028	4.02	4.08	3,248,083	3,244,150
MANAGED PORTFOLIO	MEDIUM TERM NOTE	7425APAD7	PRINCIPAL LIFE GLOBAL FUNDING II		8/18/2025	8/18/2028	4.27	4.53	1,714,091	1,704,573
MANAGED PORTFOLIO	MEDIUM TERM NOTE	166756BH8	CHEVRON USA INC		8/13/2025	8/13/2028	4.05	4.08	2,794,776	2,792,932
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFZ0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		8/25/2025	8/25/2028	4.19	4.36	3,950,570	3,936,491
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HFZ0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		4/30/2026	8/25/2028	4.34	4.36	1,991,600	1,990,640
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UBB5	CATERPILLAR FINANCIAL SERVICES CORP		8/15/2025	8/15/2028	4.11	4.08	499,930	500,220
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565EDA0	BMW US CAPITAL LLC		8/11/2025	8/11/2027	4.19	4.35	1,248,938	1,246,850
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WCX9	NEW YORK LIFE GLOBAL FUNDING		8/27/2025	1/10/2028	4.04	4.27	1,953,440	1,958,860
MANAGED PORTFOLIO	MEDIUM TERM NOTE	373334LC3	GEORGIA POWER CO		9/29/2025	10/1/2028	4.02	4.27	1,874,044	1,863,338
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DH2	HOME DEPOT INC		9/15/2025	9/15/2028	3.77	4.06	504,672	501,460
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DJ8	HOME DEPOT INC		9/15/2025	9/15/2030	4.03	4.27	1,678,951	1,663,820
MANAGED PORTFOLIO	MEDIUM TERM NOTE	437076DJ8	HOME DEPOT INC		9/15/2025	9/15/2030	4.04	4.27	1,001,030	992,367
MANAGED PORTFOLIO	MEDIUM TERM NOTE	476556DJ1	JERSEY CENTRAL POWER & LIGHT CO		9/4/2025	1/15/2029	4.18	4.47	1,798,452	1,785,222
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58933YBP9	MERCK & CO INC		9/9/2025	9/15/2027	3.90	4.03	1,748,338	1,745,678
MANAGED PORTFOLIO	MEDIUM TERM NOTE	59217GCK3	METROPOLITAN LIFE GLOBAL FUNDING I		9/24/2025	9/19/2027	3.97	4.30	1,963,260	1,965,360
MANAGED PORTFOLIO	MEDIUM TERM NOTE	8426EPAJ7	SOUTHERN COMPANY GAS CAPITAL CORP		9/8/2025	9/15/2028	4.09	4.43	988,901	981,536
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TNR2	TOYOTA MOTOR CREDIT CORP		9/5/2025	9/5/2028	4.09	4.16	1,273,432	1,271,762
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U4A8	WELLS FARGO & CO	V	9/15/2025	9/15/2029	4.37	4.53	2,915,000	2,885,529
MANAGED PORTFOLIO	MEDIUM TERM NOTE	US21688ABP66	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)		10/17/2025	10/17/2028	3.96	4.18	1,030,000	1,024,634
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61748UAK8	MORGAN STANLEY	V	10/22/2025	10/18/2029	4.39	4.58	2,290,000	2,266,344
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GD27	GOLDMAN SACHS GROUP INC	V	10/21/2025	10/21/2029	4.38	4.59	6,800,000	6,728,872
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89788JAH2	TRUIST BANK	V	10/23/2025	10/23/2029	4.37	4.51	5,390,000	5,343,215
MANAGED PORTFOLIO	MEDIUM TERM NOTE	023135CT1	AMAZON.COM INC		11/20/2025	11/20/2030	4.12	4.44	5,014,629	4,950,875
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081FD0	PFIZER INC		11/21/2025	11/15/2030	4.22	4.39	2,358,136	2,341,356
MANAGED PORTFOLIO	MEDIUM TERM NOTE	14913UBD1	CATERPILLAR FINANCIAL SERVICES CORP		11/14/2025	11/14/2028	3.97	4.12	6,501,552	6,478,720
MANAGED PORTFOLIO	MEDIUM TERM NOTE	032095AX9	AMPHENOL CORP		11/10/2025	11/15/2028	3.94	4.24	1,448,434	1,438,357
MANAGED PORTFOLIO	MEDIUM TERM NOTE	665859AY0	NORTHERN TRUST CORP		11/19/2025	11/19/2030	4.16	4.35	349,829	347,130
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66989HAX6	NOVARTIS CAPITAL CORP		11/5/2025	11/5/2028	3.89	4.14	1,000,250	994,430
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66989HAX6	NOVARTIS CAPITAL CORP		11/5/2025	11/5/2028	3.91	4.14	1,344,704	1,337,508
MANAGED PORTFOLIO	MEDIUM TERM NOTE	717081FJ7	PFIZER INC		11/21/2025	11/15/2027	3.88	4.04	1,144,874	1,142,263
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RU20	PACCAR FINANCIAL CORP		11/7/2025	11/7/2028	4.02	4.17	694,611	692,171
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02079KAV9	ALPHABET INC		11/6/2025	11/15/2028	3.91	4.07	1,104,050	1,099,718
MANAGED PORTFOLIO	MEDIUM TERM NOTE	023135CS3	AMAZON.COM INC		11/20/2025	11/20/2028	3.91	4.17	5,543,780	5,508,958
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GWV2	GOLDMAN SACHS GROUP INC	V	11/6/2025	4/23/2029	4.54	4.58	4,727,393	4,706,765
MANAGED PORTFOLIO	MEDIUM TERM NOTE	45865VAA8	INTERCONTINENTAL EXCHANGE INC		11/17/2025	12/1/2028	4.10	4.40	602,441	598,406
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TJF3	TOYOTA MOTOR CREDIT CORP		12/29/2025	4/6/2028	3.80	4.13	3,030,535	3,030,472
MANAGED PORTFOLIO	MEDIUM TERM NOTE	23338VAN6	DTE ELECTRIC CO		12/29/2025	4/1/2028	3.81	4.16	1,601,547	1,601,046
MANAGED PORTFOLIO	MEDIUM TERM NOTE	202795JN1	COMMONWEALTH EDISON CO		12/29/2025	8/15/2028	3.82	4.23	2,382,926	2,362,635
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58933YBW4	MERCK & CO INC		12/4/2025	3/15/2029	3.90	4.15	6,425,476	6,383,134
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58933YBW4	MERCK & CO INC		12/4/2025	3/15/2029	3.90	4.18	2,261,648	2,245,107
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05253JB83	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y		12/8/2025	12/8/2028	3.92	4.19	1,510,000	1,499,823
MANAGED PORTFOLIO	MEDIUM TERM NOTE	666807BN1	NORTHROP GRUMMAN CORP		12/26/2025	1/15/2028	3.95	4.29	2,993,572	2,983,344
MANAGED PORTFOLIO	MEDIUM TERM NOTE	976656CV8	WISCONSIN ELECTRIC POWER CO		12/5/2025	3/1/2029	3.96	4.29	3,849,500	3,814,965
MANAGED PORTFOLIO	MEDIUM TERM NOTE	976656CV8	WISCONSIN ELECTRIC POWER CO		12/5/2025	3/1/2029	3.96	4.37	1,539,800	1,522,649
MANAGED PORTFOLIO	MEDIUM TERM NOTE	63743HGB2	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP		12/10/2025	12/10/2027	3.99	4.28	7,039,787	7,009,352
MANAGED PORTFOLIO	MEDIUM TERM NOTE	806851AH4	SCHLUMBERGER HOLDINGS CORP		12/29/2025	5/1/2029	4.08	4.40	568,526	563,463

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MEDIUM TERM NOTE	806851AH4	SCHLUMBERGER HOLDINGS CORP		12/26/2025	5/1/2029	4.14	4.40	768,634	762,919
MANAGED PORTFOLIO	MEDIUM TERM NOTE	806851AH4	SCHLUMBERGER HOLDINGS CORP		12/26/2025	5/1/2029	4.13	4.40	738,513	733,001
MANAGED PORTFOLIO	MEDIUM TERM NOTE	806851AH4	SCHLUMBERGER HOLDINGS CORP		12/30/2025	5/1/2029	4.04	4.40	327,441	324,116
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U3G6	WELLS FARGO & CO	V	12/5/2025	10/23/2029	4.11	4.54	5,025,382	4,939,213
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GA87	GOLDMAN SACHS GROUP INC	V	12/5/2025	4/25/2030	4.25	4.70	548,130	538,860
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GA87	GOLDMAN SACHS GROUP INC	V	12/5/2025	4/25/2030	4.24	4.70	1,460,914	1,435,589
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74153WCZ0	PRICOA GLOBAL FUNDING I		12/9/2025	11/25/2030	4.36	4.61	1,499,520	1,483,965
MANAGED PORTFOLIO	MEDIUM TERM NOTE	053484AH4	AVALONBAY COMMUNITIES INC		12/1/2025	12/1/2030	4.36	4.55	1,019,551	1,011,748
MANAGED PORTFOLIO	MEDIUM TERM NOTE	40139LBP7	GUARDIAN LIFE GLOBAL FUNDING		12/11/2025	12/11/2030	4.36	4.57	1,001,690	992,870
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00138CBJ6	COREBRIDGE GLOBAL FUNDING		12/10/2025	10/2/2030	4.63	4.90	2,004,264	1,984,157
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFR9	NEW YORK LIFE GLOBAL FUNDING		1/9/2026	1/9/2031	4.29	4.58	549,120	542,344
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFR9	NEW YORK LIFE GLOBAL FUNDING		2/4/2026	1/9/2031	4.33	4.59	2,022,367	2,001,093
MANAGED PORTFOLIO	MEDIUM TERM NOTE	74456QCX2	PUBLIC SERVICE ELECTRIC AND GAS CO		1/7/2026	1/1/2031	4.21	4.47	1,999,300	1,977,220
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61747YFQ3	MORGAN STANLEY	V	1/16/2026	4/18/2030	4.27	4.68	2,198,177	2,166,609
MANAGED PORTFOLIO	MEDIUM TERM NOTE	95000U4D2	WELLS FARGO & CO	V	1/23/2026	1/23/2030	4.18	4.50	940,000	931,690
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06406RCG0	BANK OF NEW YORK MELLON CORP	V	1/22/2026	1/22/2030	4.09	4.40	1,460,000	1,444,787
MANAGED PORTFOLIO	MEDIUM TERM NOTE	632525CQ2	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)		1/13/2026	12/13/2028	3.86	4.16	764,725	759,094
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TPF6	TOYOTA MOTOR CREDIT CORP		1/12/2026	1/12/2028	3.79	4.12	1,703,568	1,694,617
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABR2	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)		1/14/2026	1/14/2028	3.74	4.11	1,900,000	1,888,638
MANAGED PORTFOLIO	MEDIUM TERM NOTE	693475CG8	PNC FINANCIAL SERVICES GROUP INC	V	1/26/2026	1/26/2029	4.08	4.37	1,860,000	1,850,347
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89158TAA7	TOTALENERGIES CAPITAL USA LLC		1/13/2026	1/13/2031	4.25	4.49	725,000	717,504
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58989V2M5	MET TOWER GLOBAL FUNDING		1/14/2026	1/14/2029	4.05	4.45	1,897,549	1,878,112
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89788JAJ8	TRUIST BANK	V	1/27/2026	1/27/2029	4.20	4.39	3,930,000	3,911,883
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38145GAP5	GOLDMAN SACHS GROUP INC	V	1/21/2026	1/21/2029	4.23	4.52	1,295,000	1,285,262
MANAGED PORTFOLIO	MEDIUM TERM NOTE	53359KAD3	LINCOLN FINANCIAL GLOBAL FUNDING		1/12/2026	1/12/2029	4.24	4.65	259,696	257,078
MANAGED PORTFOLIO	MEDIUM TERM NOTE	75524KSA3	CITIZENS BANK NA	V	1/29/2026	1/29/2029	4.25	4.52	555,000	551,143
MANAGED PORTFOLIO	MEDIUM TERM NOTE	61748UAR3	MORGAN STANLEY	V	1/20/2026	1/9/2030	4.30	4.60	1,240,000	1,227,352
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02079KBK2	ALPHABET INC		2/17/2026	2/15/2031	4.09	4.37	1,184,521	1,170,112
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02079KBK2	ALPHABET INC		2/17/2026	2/15/2031	4.11	4.37	815,596	806,428
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02079KBK2	ALPHABET INC		2/19/2026	2/15/2031	4.04	4.40	2,346,739	2,309,379
MANAGED PORTFOLIO	MEDIUM TERM NOTE	459200LQ2	INTERNATIONAL BUSINESS MACHINES CORP		2/3/2026	2/3/2029	4.02	4.41	1,973,894	1,954,067
MANAGED PORTFOLIO	MEDIUM TERM NOTE	459200LQ2	INTERNATIONAL BUSINESS MACHINES CORP		2/3/2026	2/3/2029	4.02	4.40	3,957,782	3,918,974
MANAGED PORTFOLIO	MEDIUM TERM NOTE	02079KBJ5	ALPHABET INC		2/13/2026	2/15/2029	3.83	4.13	2,705,145	2,684,185
MANAGED PORTFOLIO	MEDIUM TERM NOTE	69371RU38	PACCAR FINANCIAL CORP		2/5/2026	2/5/2029	3.91	4.18	1,239,479	1,230,836
MANAGED PORTFOLIO	MEDIUM TERM NOTE	025816EN5	AMERICAN EXPRESS CO	V	2/10/2026	2/9/2029	4.01	4.36	7,335,000	7,285,049
MANAGED PORTFOLIO	MEDIUM TERM NOTE	64952WFS7	NEW YORK LIFE GLOBAL FUNDING		2/2/2026	2/2/2029	4.05	4.33	1,839,945	1,826,789
MANAGED PORTFOLIO	MEDIUM TERM NOTE	002824BR0	ABBOTT LABORATORIES		3/9/2026	3/9/2029	3.75	4.21	8,853,741	8,743,727
MANAGED PORTFOLIO	MEDIUM TERM NOTE	002824BR0	ABBOTT LABORATORIES		3/9/2026	3/9/2029	3.75	4.17	1,962,504	1,940,516
MANAGED PORTFOLIO	MEDIUM TERM NOTE	002824BR0	ABBOTT LABORATORIES		3/27/2026	3/9/2029	4.25	4.21	2,250,268	2,253,741
MANAGED PORTFOLIO	MEDIUM TERM NOTE	00287YED7	ABBVIE INC		3/4/2026	3/3/2028	3.79	4.16	1,789,391	1,777,810
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009066AD3	AIRBNB INC		3/16/2026	3/16/2031	4.67	4.69	299,682	299,490
MANAGED PORTFOLIO	MEDIUM TERM NOTE	009066AC5	AIRBNB INC		3/16/2026	3/16/2029	4.41	4.45	419,908	419,420
MANAGED PORTFOLIO	MEDIUM TERM NOTE	023135DC7	AMAZON.COM INC		3/13/2026	3/13/2029	4.00	4.26	5,864,355	5,823,417
MANAGED PORTFOLIO	MEDIUM TERM NOTE	05565EDF9	BMW US CAPITAL LLC		3/19/2026	3/17/2028	4.32	4.34	2,998,590	2,997,900
MANAGED PORTFOLIO	MEDIUM TERM NOTE	20271RAX8	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)		3/27/2026	3/27/2029	4.36	4.27	1,815,000	1,818,975
MANAGED PORTFOLIO	MEDIUM TERM NOTE	249672AC0	DEPOSITORY TRUST CO		3/27/2026	3/27/2029	4.34	4.32	2,167,461	2,168,850
MANAGED PORTFOLIO	MEDIUM TERM NOTE	43849RAC9	HONEYWELL AEROSPACE INC		3/16/2026	3/16/2029	4.06	4.40	1,572,354	1,558,258
MANAGED PORTFOLIO	MEDIUM TERM NOTE	43849RAE5	HONEYWELL AEROSPACE INC		3/16/2026	3/16/2031	4.34	4.61	2,021,396	1,998,187
MANAGED PORTFOLIO	MEDIUM TERM NOTE	43849RAA3	HONEYWELL AEROSPACE INC		3/16/2026	3/16/2028	3.94	4.32	4,206,969	4,178,636
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EYK9	JOHN DEERE CAPITAL CORP		3/10/2026	3/9/2029	3.95	4.20	2,416,757	2,400,737
MANAGED PORTFOLIO	MEDIUM TERM NOTE	58769JBP1	MERCEDES-BENZ FINANCE NORTH AMERICA LLC		3/10/2026	3/10/2029	4.27	4.51	1,774,255	1,762,664
MANAGED PORTFOLIO	MEDIUM TERM NOTE	66989HBF4	NOVARTIS CAPITAL CORP		3/18/2026	3/16/2029	4.14	4.21	1,228,561	1,226,261
MANAGED PORTFOLIO	MEDIUM TERM NOTE	743315BC6	PROGRESSIVE CORP		3/26/2026	3/26/2031	4.60	4.52	1,039,865	1,043,661
MANAGED PORTFOLIO	MEDIUM TERM NOTE	744448DD0	PUBLIC SERVICE COMPANY OF COLORADO		3/13/2026	3/13/2029	4.17	4.39	759,491	755,182
MANAGED PORTFOLIO	MEDIUM TERM NOTE	744448DD0	PUBLIC SERVICE COMPANY OF COLORADO		3/13/2026	3/13/2029	4.17	4.35	1,513,985	1,506,743
MANAGED PORTFOLIO	MEDIUM TERM NOTE	79466LAR5	SALESFORCE INC		3/13/2026	3/15/2029	4.66	4.57	3,154,306	3,161,152
MANAGED PORTFOLIO	MEDIUM TERM NOTE	79466LAR5	SALESFORCE INC		3/13/2026	3/15/2029	4.66	4.63	2,234,508	2,235,932
MANAGED PORTFOLIO	MEDIUM TERM NOTE	79466LAQ7	SALESFORCE INC		3/13/2026	3/15/2028	4.54	4.44	9,447,436	9,463,888
MANAGED PORTFOLIO	MEDIUM TERM NOTE	89236TPQ2	TOYOTA MOTOR CREDIT CORP		3/13/2026	3/13/2029	4.09	4.30	4,994,850	4,966,800
MANAGED PORTFOLIO	MEDIUM TERM NOTE	90261AAG7	UBS AG (STAMFORD BRANCH)	V	3/16/2026	3/16/2029	4.36	4.36	1,205,000	1,203,783
MANAGED PORTFOLIO	MEDIUM TERM NOTE	06051GMY2	BANK OF AMERICA CORP	V	4/23/2026	4/23/2030	4.49	4.57	3,185,000	3,175,572
MANAGED PORTFOLIO	MEDIUM TERM NOTE	21688ABV3	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)		4/1/2026	4/1/2029	4.32	4.26	2,750,000	2,754,565
MANAGED PORTFOLIO	MEDIUM TERM NOTE	38141GE83	GOLDMAN SACHS GROUP INC	V	4/20/2026	4/20/2030	4.62	4.67	3,590,000	3,582,138
MANAGED PORTFOLIO	MEDIUM TERM NOTE	24422EYM5	JOHN DEERE CAPITAL CORP		4/28/2026	1/18/2029	4.15	4.20	839,572	838,463
MANAGED PORTFOLIO	MEDIUM TERM NOTE	46647PFL5	JPMORGAN CHASE & CO	V	4/23/2026	4/23/2030	4.42	4.54	3,495,000	3,481,020
MANAGED PORTFOLIO	MEDIUM TERM NOTE	564760CD6	MANUFACTURERS AND TRADERS TRUST CO	V	4/20/2026	4/18/2030	4.57	4.63	805,000	802,899
MANAGED PORTFOLIO	***SUB-TOTAL FOR MEDIUM TERM NOTE***								***653,031,838***	***654,357,942***
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02007NAC2	ALLYA 2024-2 A3		9/27/2024	7/16/2029	4.44	4.11	732,293	732,757
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02007WAC2	ALLYA 2023-1 A3		7/19/2023	5/15/2028	5.53	4.54	592,665	595,552
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	023947AD6	AMCAR 2024-1 A3		5/29/2024	1/18/2029	5.83	4.32	858,691	863,640
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JJZ4	AMXCA 2023-1 A		6/14/2023	5/15/2028	4.87	3.76	1,339,881	1,340,630
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKH2	AMXCA 2024-1 A		4/23/2024	4/16/2029	5.30	3.99	5,218,930	5,282,431
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKM1	AMXCA 2025-1 A		2/11/2025	12/17/2029	4.57	4.10	949,789	957,410
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKM1	AMXCA 2025-1 A		6/23/2025	12/17/2029	4.26	4.05	1,511,719	1,512,768

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKP4	AMXCA 2025-2 A		5/13/2025	4/15/2030	4.28	4.18	5,724,896	5,740,114
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	02582JKV1	AMXCA 2025-4 A		7/22/2025	7/15/2030	4.30	4.19	3,834,447	3,847,080
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	03065UAD1	AMCAR 2023-2 A3		9/20/2023	5/18/2028	5.89	4.18	1,940,119	1,949,462
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RHM9	AESOP 2023-8 A		7/25/2025	2/20/2030	4.70	4.63	1,991,175	1,976,892
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05377RHM9	AESOP 2023-8 A		7/25/2025	2/20/2030	4.70	4.68	3,992,775	3,959,722
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDH8	BACCT 2023-2 A		12/14/2023	11/15/2028	4.98	3.98	1,334,821	1,342,409
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDJ4	BACCT 2024-1 A		6/13/2024	5/15/2029	4.93	4.01	2,544,857	2,569,610
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05522RDK1	BACCT 2025-1 A		6/12/2025	5/15/2030	4.35	4.18	1,954,993	1,961,236
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05592XAD2	BMWOT 2023-A A3		7/18/2023	2/25/2028	5.47	4.18	192,210	193,153
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05594BAD8	BAAT 2025-1 A3		5/12/2025	11/20/2029	4.35	4.20	2,029,860	2,034,791
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05613MAD1	BMWLT 2024-2 A3		10/7/2024	10/25/2027	4.49	4.05	423,070	423,392
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	06054YAC1	BAAT 232 A3		11/21/2023	6/15/2028	5.74	4.55	572,311	576,110
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	06428AAC2	BAAT 231 A3		7/31/2023	2/15/2028	5.60	4.28	314,135	315,809
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096912AD2	BMWLT 2025-1 A3		6/10/2025	6/26/2028	4.82	4.07	5,539,878	5,559,390
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096919AD7	BMWOT 2024-A A3		6/11/2024	2/26/2029	5.18	4.21	2,832,211	2,854,878
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	096924AD7	BMWOT 2025-A A3		2/12/2025	9/25/2029	4.56	4.16	864,915	869,420
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	09709AAC6	BAAT 2024-1 A3		5/22/2024	11/15/2028	5.35	4.35	327,783	330,079
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A		9/24/2024	9/17/2029	3.92	4.05	3,694,279	3,690,197
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A		9/24/2024	9/17/2029	3.94	4.05	999,297	998,700
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGE5	COMET 2024-1 A		9/24/2024	9/17/2029	3.94	4.06	2,498,242	2,496,333
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14290DAC5	CARMX 2024-4 A3		11/5/2024	10/15/2029	4.85	4.22	1,099,794	1,105,555
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14290FAD8	CARMX 2025-3 A3		7/23/2025	7/15/2030	4.58	4.24	3,799,219	3,810,564
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14318UAD3	CARMX 2022-4 A3		10/31/2022	8/16/2027	5.79	4.42	122,761	122,864
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	16144QAC9	CHAOT 245 A3		9/24/2024	8/27/2029	4.60	4.15	881,939	882,508
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	16145NAC5	CHAOT 251 A3		7/30/2025	6/25/2030	4.29	4.23	2,684,738	2,688,088
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	161571HT4	CHAIT 2023-1 A		9/15/2023	9/15/2028	5.17	3.99	5,328,523	5,353,878
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	161571HV9	CHAIT 241 A		1/31/2024	1/16/2029	4.61	3.95	3,259,504	3,275,518
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	17305EHA6	CCCIT 2025-A1 A1		6/26/2025	6/21/2030	4.31	4.16	5,003,642	5,018,564
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	233249AC5	DLLAA 251 A3		1/22/2025	9/20/2029	4.95	4.32	1,319,876	1,332,659
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	29374MAC2	EFF 244 A3		10/16/2024	11/20/2028	4.56	4.21	5,499,336	5,526,785
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	29375UAC3	EFF 2025-3 A3		7/23/2025	9/20/2029	4.46	4.34	3,499,685	3,509,625
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	31680EAD3	FITAT 2023-1 A3		8/23/2023	8/15/2028	5.53	4.33	1,073,075	1,080,010
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	32113CCE8	FNMNT 2025-1 A		7/18/2025	2/15/2030	4.33	4.26	962,951	960,251
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	344930AD4	FORDO 2023-B A3		6/26/2023	5/15/2028	5.29	4.22	531,781	534,341
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJA3	FORDF 2024-1 A1		5/10/2024	4/15/2029	5.59	4.14	2,599,488	2,629,016
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1		10/8/2024	9/17/2029	4.30	4.20	5,849,468	5,860,998
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1		7/23/2025	9/17/2029	4.32	4.20	2,825,883	2,830,311
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJK1	FORDF 243 A1		7/23/2025	9/17/2029	4.32	4.19	1,400,438	1,402,712
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1		5/28/2025	4/15/2030	4.68	4.28	1,599,618	1,611,584
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1		7/24/2025	4/15/2030	4.31	4.26	1,094,833	1,093,283
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34529BAA4	FORDF 2025-1 A1		7/24/2025	4/15/2030	4.31	4.28	2,194,711	2,190,747
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34531QAD1	FORDO 2024-B A3		6/24/2024	4/15/2029	5.10	4.26	2,939,639	2,961,860
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34532UAD1	FORDO 2024-C A3		9/20/2024	7/15/2029	4.81	4.05	1,524,990	1,525,854
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34533MAF3	FORDL 2025-B B		7/29/2025	8/15/2029	4.52	4.41	984,881	987,358
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34533MAF3	FORDL 2025-B B		7/29/2025	8/15/2029	4.52	4.33	1,974,762	1,982,248
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34535KAD0	FORDO 2025-A A3		3/25/2025	10/15/2029	4.45	4.23	2,929,715	2,940,870
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	361886DQ4	GFORT 244 A1		7/22/2025	11/15/2029	4.31	4.26	631,348	629,731
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	361886DQ4	GFORT 244 A1		7/23/2025	11/15/2029	4.33	4.26	176,695	176,325
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362549AD9	GMCAR 2025-2 A3		5/14/2025	4/16/2030	4.71	4.23	2,599,617	2,603,250
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362583AD8	GMCAR 2023-2 A3		4/12/2023	2/16/2028	4.51	4.10	152,290	152,477
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36268GAD7	GMCAR 2024-1 A3		1/17/2024	12/18/2028	4.91	4.28	458,939	460,854
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36269FAD8	GMALT 2024-1 A3		2/15/2024	3/22/2027	5.09	3.89	74,328	74,388
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362955AD8	GMCAR 2025-1 A3		1/15/2025	12/17/2029	5.03	4.19	2,964,780	2,981,189
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	362962AD4	GMALT 2025-2 A3		5/29/2025	5/22/2028	4.84	4.05	919,985	924,030
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379930AD2	GMCAR 2023-4 A3		10/11/2023	8/16/2028	5.86	4.45	465,982	469,746
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379931AD0	GMCAR 2024-2 A3		4/10/2024	3/16/2029	5.10	4.29	863,054	868,513
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38012QAD0	GMALT 2024-3 A3		10/2/2024	10/20/2027	4.61	3.98	365,431	365,705
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38013KAD2	GMCAR 2024-3 A3		7/10/2024	4/16/2029	5.13	4.30	1,540,953	1,551,886
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	38014AAD3	GMCAR 2024-4 A3		10/16/2024	8/16/2029	4.32	4.16	2,639,492	2,646,838
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154GAJ5	GALC 251 A3		3/12/2025	4/16/2029	4.49	4.24	1,699,832	1,705,032
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154TCJ5	GALC 241 A3		1/31/2024	1/18/2028	4.99	4.04	1,672,035	1,680,686
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	41285JAD0	HDMOT 2023-A A3		2/23/2023	12/15/2027	5.11	4.25	215,558	215,897
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	437921AD1	HAROT 252 A3		5/8/2025	10/15/2029	4.15	4.17	5,354,402	5,356,125
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	438123AC5	HAROT 2023-4 A3		11/8/2023	6/21/2028	5.74	4.33	301,989	304,603
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	43813YAC6	HAROT 2024-3 A3		8/21/2024	3/21/2029	4.66	4.17	2,979,545	2,991,159
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	446144AE7	HUNT 241 A3		2/22/2024	1/16/2029	5.23	4.43	1,055,618	1,062,857
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448976AD2	HART 2024-C A3		10/16/2024	5/15/2029	4.46	4.15	1,794,869	1,800,654
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448988AD7	HALST 2024-A A3		1/24/2024	3/15/2027	5.03	3.89	143,222	143,318
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44934FAD7	HALST 2024-B A3		5/22/2024	5/17/2027	5.41	3.82	939,779	941,994
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935CAD3	HART 2025-A A3		3/12/2025	10/15/2029	4.84	4.12	4,439,345	4,453,986
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935DAD1	HALST 2025-B A3		4/30/2025	4/17/2028	4.53	4.06	629,943	632,741
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935DAE9	HALST 2025-B A4		4/30/2025	4/17/2028	4.57	4.21	1,999,733	2,009,800
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAD4	HALST 25C A3		7/30/2025	7/17/2028	4.37	4.17	2,299,645	2,305,957
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAE2	HALST 25C A4		7/30/2025	6/15/2029	4.38	4.29	1,899,968	1,903,667

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAF9	HALST 25C B		7/30/2025	11/15/2029	4.57	4.53	1,909,860	1,912,643
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935GAF9	HALST 25C B		7/30/2025	11/15/2029	4.57	4.43	3,829,719	3,840,801
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935WAD9	HALST 2025-A A3		1/22/2025	1/18/2028	4.83	3.94	809,939	814,228
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44935XAD7	HART 2025-B A3		6/11/2025	12/17/2029	4.36	4.17	7,174,352	7,200,400
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800DAD6	JDOT 2025 A3		3/11/2025	9/17/2029	5.09	4.13	2,644,834	2,650,237
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800RAD5	JDOT 2024 A3		3/19/2024	11/15/2028	5.12	4.16	958,538	964,344
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47800UAD8	JDOT 2025-B A3		7/17/2025	12/17/2029	4.52	4.23	4,548,943	4,548,317
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	500945AC4	KCOT 2023-2 A3		7/26/2023	1/18/2028	5.29	3.96	641,072	645,011
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117BAC4	KCOT 241 A3		2/21/2024	7/17/2028	5.19	4.28	1,322,016	1,331,560
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117DAB2	KCOT 2024-2 A2		6/25/2024	4/15/2027	5.45	4.03	67,471	67,531
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117FAB7	KCOT 251 A2		2/19/2025	12/15/2027	4.61	4.10	577,890	579,419
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117KAC4	KCOT 2023-1 A3		3/31/2023	6/15/2027	5.41	4.29	369,769	370,418
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50117LAC2	KCOT 252 A3		6/25/2025	9/17/2029	4.42	4.25	3,979,996	3,992,656
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	55340QAC9	MTLRF 25LEA1 A3		5/21/2025	9/17/2029	4.79	4.57	3,599,284	3,617,532
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58768PAC8	MBART 2022-1 A3		11/22/2022	8/16/2027	5.28	4.20	217,009	217,280
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58768YAD7	MBALT 2025-A A3		5/21/2025	4/16/2029	4.66	4.16	1,004,877	1,011,372
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58769GAD5	MBALT 2024-B A3		9/25/2024	2/15/2028	4.24	3.92	1,704,585	1,706,611
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58770AAC7	MBART 2023-1 A3		1/25/2023	11/15/2027	4.56	3.99	85,986	86,090
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58770JAD6	MBALT 2024-A A3		5/23/2024	1/18/2028	5.73	3.81	1,124,580	1,130,729
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	58773DAD6	MBART 2025-1 A3		1/23/2025	12/17/2029	4.84	4.22	2,659,434	2,680,828
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65341KCF1	NFMOT 251 A2		6/23/2025	2/15/2030	4.52	4.49	3,005,391	3,005,041
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65479UAD0	NAROT 2024-A A3		5/22/2024	12/15/2028	5.85	4.51	1,898,908	1,912,778
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65480JAC4	NAROT 2022-B A3		9/28/2022	5/17/2027	4.63	4.14	97,095	97,152
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481GAD7	NAROT 2025-A A3		5/27/2025	12/17/2029	4.74	4.20	3,529,322	3,548,815
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481RAF8	NALT 2025-B B		7/29/2025	7/16/2029	4.98	4.64	1,334,820	1,334,148
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	65481RAF8	NALT 2025-B B		7/29/2025	7/16/2029	4.98	4.74	2,679,639	2,674,024
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	73329KAD8	PILOT 251 A3		5/21/2025	10/20/2028	4.61	4.10	5,359,426	5,390,927
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	78437PAC7	SBAT 24A A3		3/28/2024	6/15/2029	5.32	3.86	852,342	854,213
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858928AF1	SFUEL 25A B		7/30/2025	4/20/2029	4.66	4.54	777,028	777,565
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	87268CAA5	TMUST 2024-2 A		10/9/2024	5/21/2029	4.76	4.24	2,299,560	2,301,012
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	872974AA8	TMUST 2025-1 A		4/1/2025	11/20/2029	4.54	4.28	1,915,957	1,912,388
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891940AC2	TAOT 2023-A A3		1/30/2023	9/15/2027	5.18	3.97	135,900	136,090
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891941AD8	TAOT 2023-B A3		5/23/2023	2/15/2028	5.15	4.13	667,260	668,912
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	891943AD4	TLOT 2024-B A3		9/17/2024	9/20/2027	4.21	3.98	753,348	753,993
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231CAD9	TAOT 2022-C A3		8/16/2022	4/15/2027	3.80	3.91	2,968	2,968
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231HAD8	TAOT 2025-B A3		4/30/2025	11/15/2029	4.82	4.19	1,114,936	1,118,234
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89238VAD0	TAOT 2025-C A3		7/30/2025	3/15/2030	4.11	4.14	1,599,831	1,600,208
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239FAD4	TAOT 2023-D A3		11/14/2023	8/15/2028	6.30	4.33	1,204,509	1,214,276
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239NAD7	TLOT 2025-A A3		2/26/2025	2/22/2028	4.75	3.96	2,099,972	2,110,731
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89239NAE5	TLOT 2025-A A4		2/26/2025	6/20/2029	4.81	4.15	1,199,960	1,208,712
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240JAD3	TAOT 2025-A A3		1/29/2025	8/15/2029	4.69	4.20	4,774,809	4,802,218
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90327VAC2	USAOT 2024-A A3		7/30/2024	3/15/2029	5.03	4.39	590,843	594,104
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90367VAC3	USCAR 2025-1 A3		6/20/2025	6/17/2030	4.49	4.54	1,899,656	1,905,985
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92348KDY6	VZMT 2025-3 A1A		3/31/2025	3/20/2030	4.55	4.09	3,584,846	3,599,089
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868MAD1	VALET 2025-1 A3		3/25/2025	8/20/2029	4.97	4.21	2,429,917	2,441,372
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868RAD0	VALET 2024-1 A3		11/26/2024	7/20/2029	4.93	4.13	569,946	573,825
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAE5	WFCIT 2024-2 A		10/24/2024	10/15/2029	4.33	4.08	4,544,325	4,560,589
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAE5	WFCIT 2024-2 A		10/24/2024	10/15/2029	4.33	4.04	1,534,772	1,541,094
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A		6/10/2025	5/15/2030	4.33	4.17	8,024,867	8,056,619
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A		7/25/2025	5/15/2030	4.20	4.17	348,627	348,367
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A		7/25/2025	5/15/2030	4.20	4.13	173,811	173,834
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A		7/25/2025	5/15/2030	4.23	4.17	374,428	374,470
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92970QAJ4	WFCIT 2025-1 A		7/25/2025	5/15/2030	4.23	4.13	187,716	187,901
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	96043LAC4	WLAKE 2025-P1 A3		5/29/2025	6/15/2029	4.58	4.27	2,099,723	2,108,736
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	96043LAD2	WLAKE 2025-P1 A4		5/29/2025	4/15/2030	4.66	4.32	1,999,600	2,009,400
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AD8	GMALT 2025-3 A3		8/13/2025	8/21/2028	4.18	4.13	894,864	895,644
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	87268MAA3	TMUST 2025-2 A		8/6/2025	4/22/2030	4.34	4.28	10,934,806	10,950,965
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	87268MAA3	TMUST 2025-2 A		8/6/2025	4/22/2030	4.34	4.35	1,909,966	1,910,966
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B		8/13/2025	8/20/2029	4.41	4.43	349,997	350,106
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B		8/13/2025	8/20/2029	4.41	4.40	704,994	705,529
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	379965AF3	GMALT 2025-3 B		10/6/2025	8/20/2029	4.27	4.40	823,972	820,615
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858933AE4	SFUEL 25B B		8/20/2025	7/20/2029	4.47	4.62	1,299,842	1,297,751
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	858933AE4	SFUEL 25B B		8/20/2025	7/20/2029	4.47	4.60	2,574,687	2,571,241
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14041NGF2	COMET 2025-1 A		9/16/2025	9/16/2030	3.83	4.18	2,564,514	2,546,506
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14320BAC3	CMXS 2025-B A3		9/24/2025	3/15/2030	4.16	4.27	599,885	598,890
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34532BAG6	FORDO 2025-B A3		9/26/2025	4/15/2030	4.27	4.18	5,779,376	5,754,626
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	88162VAF7	TLEVS 2025-A B		9/29/2025	6/20/2029	4.80	4.69	1,694,705	1,699,101
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	88162VAF7	TLEVS 2025-A B		9/29/2025	6/20/2029	4.80	4.76	3,394,409	3,399,278
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240NAD4	TLOT 2025-B A3		9/17/2025	11/20/2028	3.97	4.26	1,334,761	1,330,101
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92868BAE3	VWALT 2025-B A4		9/16/2025	5/20/2030	4.48	4.03	2,499,804	2,500,050
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92886CAC3	VFET 252 A3		9/24/2025	12/17/2029	3.99	4.30	1,109,908	1,104,480
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92886CAC3	VFET 252 A3		9/24/2025	12/17/2029	3.99	4.31	2,219,815	2,208,634
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89231GAD0	TAOT 2025-D A3		10/23/2025	6/17/2030	4.27	4.14	1,039,880	1,034,467
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	90327HAC3	USAOT 25A A3		10/9/2025	12/17/2029	3.95	4.13	684,940	683,356

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05594HAD5	BMWLT 2025-2 A3		10/15/2025	9/25/2028	4.32	4.12	1,049,997	1,048,730
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJU9	FORDF 2025-2 A1		10/16/2025	9/15/2030	4.10	4.31	2,284,723	2,274,127
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJU9	FORDF 2025-2 A1		10/16/2025	9/15/2030	4.10	4.30	4,584,444	4,564,551
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJW5	FORDF 2025-2 B		10/16/2025	9/15/2030	4.38	4.58	444,884	442,900
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528QJW5	FORDF 2025-2 B		10/16/2025	9/15/2030	4.38	4.50	889,767	887,508
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44921QAH9	HFMOT 251 A		11/5/2025	10/15/2030	4.01	4.23	8,044,026	7,985,387
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44921QAH9	HFMOT 251 A		11/5/2025	10/15/2030	4.01	4.23	1,824,779	1,811,492
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	44921QAH9	HFMOT 251 A		2/10/2026	10/15/2030	4.03	4.23	160,075	158,814
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	39154TCQ9	GALC 2025-2 A3		11/13/2025	12/17/2029	4.14	4.39	2,599,657	2,587,104
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14043YAD7	COPAR 2025-1 A3		11/5/2025	7/15/2030	3.85	4.22	1,369,710	1,360,342
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	43814XAD5	HAROT 2025-4 A3		11/12/2025	6/17/2030	3.03	4.19	2,344,546	2,336,769
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92869QAD1	VALET 2025-2 A3		11/25/2025	3/20/2030	4.34	4.26	884,852	879,566
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	34528PAK2	FORDF 2018-4 A		12/30/2025	11/15/2030	3.92	4.38	1,014,813	1,003,112
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	69335PFY6	PFSFC 2025-D A		12/30/2025	5/15/2030	4.01	4.40	687,650	681,482
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	69335PFU4	PFSFC 2025-B A		12/18/2025	2/15/2030	4.05	4.33	976,500	969,254
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	345276AF6	FORDL 2026-A B		1/26/2026	2/15/2030	4.20	4.51	924,841	919,829
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	345276AF6	FORDL 2026-A B		1/26/2026	2/15/2030	4.20	4.55	1,854,681	1,843,109
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448970AF0	HALST 2026-A B		1/21/2026	5/15/2030	4.16	4.65	574,977	569,989
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448970AF0	HALST 2026-A B		1/21/2026	5/15/2030	4.16	4.65	1,149,955	1,139,834
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448970AD5	HALST 2026-A A3		1/21/2026	12/15/2028	3.98	4.23	1,384,797	1,380,194
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240KAD0	TAOT 2026-A A3		1/21/2026	9/16/2030	4.13	4.18	1,339,886	1,331,330
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36273VAF2	GMALT 2026-1 B		2/12/2026	1/22/2030	4.49	4.48	309,941	308,035
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36273VAF2	GMALT 2026-1 B		2/12/2026	1/22/2030	4.49	4.49	619,882	615,989
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	50118HAC0	KCOT 2026-1 A3		2/25/2026	5/15/2030	3.88	4.35	969,781	960,630
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	89240MAD6	TLOT 26A A3		2/17/2026	2/20/2029	3.82	4.28	2,219,724	2,206,014
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448981AD2	HART 2026-A A3		2/18/2026	2/18/2031	4.30	4.18	1,244,916	1,234,480
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	43815CAD0	HAROT 2026-1 A3		2/18/2026	9/23/2030	3.03	4.18	1,084,827	1,076,038
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	36273VAD7	GMALT 2026-1 A3		2/12/2026	1/22/2029	4.11	4.16	2,169,716	2,162,166
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	30296SAG3	FRESB 2020-SB72 A1F	V	2/4/2026	1/25/2030	3.85	4.56	2,466,910	2,421,030
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	30313KAD6	FRESB 2020-SB71 A1F	V	2/4/2026	12/25/2029	3.89	4.61	3,555,340	3,487,085
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	14689FAC9	CRVNA 2026-P1 A3		3/17/2026	2/10/2031	4.13	4.52	3,999,145	3,981,000
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	47787DAD3	JDOT 2026 A3		3/18/2026	8/15/2030	4.49	4.35	2,199,610	2,177,912
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92886FAC6	VFET 261 A3		3/11/2026	5/15/2030	3.93	4.34	1,499,745	1,488,000
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	92348KFC2	VZMT 2026-1 A1A	V	3/13/2026	2/20/2031	3.94	4.25	3,514,511	3,498,163
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05620EAD0	BAAT 261 A3		4/24/2026	10/15/2030	4.18	4.18	469,928	469,004
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	05620EAD0	BAAT 261 A3		4/24/2026	10/15/2030	4.18	4.18	559,914	558,813
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	448972AD1	HALST 26B A3		4/22/2026	4/16/2029	4.22	4.22	324,953	324,623
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	98463GAG3	YMMT 26A A1		4/29/2026	4/15/2031	4.43	4.52	884,907	883,814
MANAGED PORTFOLIO	MORTGAGE & ASSET-BACKED SECURITY	98463GAJ7	YMMT 26A B		4/29/2026	4/15/2031	4.65	4.75	314,916	314,483
MANAGED PORTFOLIO	***SUB-TOTAL FOR MORTGAGE & ASSET-BACKED SECURITY***								***371,183,432***	***371,578,224***
MANAGED PORTFOLIO	MUNICIPAL DEBT	010268CP3	ALABAMA STATE FEDERAL AID HIGHWAY FINANCE AUTHORIT		9/6/2022	9/1/2027	3.85	3.96	98,611	106,575
MANAGED PORTFOLIO	MUNICIPAL DEBT	120827EH9	BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY		5/30/2024	7/1/2028	5.12	4.25	1,500,000	1,526,715
MANAGED PORTFOLIO	MUNICIPAL DEBT	13063EGT7	STATE OF CALIFORNIA		11/5/2024	8/1/2029	4.38	4.06	1,713,985	1,727,336
MANAGED PORTFOLIO	MUNICIPAL DEBT	13068XKC2	CALIFORNIA STATE PUBLIC WORKS BOARD		11/8/2023	11/1/2026	5.54	3.95	1,600,000	1,612,576
MANAGED PORTFOLIO	MUNICIPAL DEBT	13068XLJ6	CALIFORNIA STATE PUBLIC WORKS BOARD		4/11/2024	4/1/2027	4.92	3.94	1,510,000	1,523,137
MANAGED PORTFOLIO	MUNICIPAL DEBT	20772KZH5	STATE OF CONNECTICUT		5/7/2025	3/15/2027	4.28	3.85	1,319,474	1,314,066
MANAGED PORTFOLIO	MUNICIPAL DEBT	20772KZL6	STATE OF CONNECTICUT		5/7/2025	3/15/2030	4.59	4.08	700,000	712,733
MANAGED PORTFOLIO	MUNICIPAL DEBT	485429Z49	KANSAS DEVELOPMENT FINANCE AUTHORITY		11/22/2024	4/15/2029	4.60	4.21	1,318,473	1,338,135
MANAGED PORTFOLIO	MUNICIPAL DEBT	54438CDT6	LOS ANGELES COMMUNITY COLLEGE DISTRICT		2/14/2025	8/1/2029	5.07	-20.43	671,609	674,282
MANAGED PORTFOLIO	MUNICIPAL DEBT	544445U98	LOS ANGELES WORLD AIRPORTS		9/25/2024	5/15/2029	3.96	4.11	821,894	845,250
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KX7	LOS ANGELES UNIFIED SCHOOL DISTRICT		5/13/2025	7/1/2027	4.38	3.87	3,825,000	3,847,032
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KX7	LOS ANGELES UNIFIED SCHOOL DISTRICT		5/13/2025	7/1/2027	4.38	3.53	1,000,000	1,009,631
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647KY5	LOS ANGELES UNIFIED SCHOOL DISTRICT		5/13/2025	7/1/2028	4.42	4.03	1,000,000	1,008,070
MANAGED PORTFOLIO	MUNICIPAL DEBT	544647LA6	LOS ANGELES UNIFIED SCHOOL DISTRICT		7/9/2025	10/1/2027	4.22	3.92	490,000	491,985
MANAGED PORTFOLIO	MUNICIPAL DEBT	57582RK96	COMMONWEALTH OF MASSACHUSETTS		6/26/2023	11/1/2026	4.61	3.86	431,068	478,128
MANAGED PORTFOLIO	MUNICIPAL DEBT	57582TEA6	COMMONWEALTH OF MASSACHUSETTS		6/18/2025	6/1/2030	4.32	4.07	1,001,300	1,010,370
MANAGED PORTFOLIO	MUNICIPAL DEBT	576004HD0	COMMONWEALTH OF MASSACHUSETTS		5/1/2024	7/15/2027	4.99	3.77	764,544	794,094
MANAGED PORTFOLIO	MUNICIPAL DEBT	650036AX4	THE NEW YORK STATE URBAN DEVELOPMENT CORPORATION		9/25/2024	3/15/2029	3.94	4.29	525,642	537,098
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PQZ3	PENNSYLVANIA ECONOMIC DEVELOPMENT FINANCING AUTHOR		2/26/2025	6/1/2027	4.56	4.00	540,000	543,202
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PRA7	PENNSYLVANIA ECONOMIC DEVELOPMENT FINANCING AUTHOR		2/26/2025	6/1/2028	4.64	4.17	455,000	459,213
MANAGED PORTFOLIO	MUNICIPAL DEBT	70869PRB5	PENNSYLVANIA ECONOMIC DEVELOPMENT FINANCING AUTHOR		2/26/2025	6/1/2029	4.72	4.27	1,500,000	1,519,401
MANAGED PORTFOLIO	MUNICIPAL DEBT	735000TR2	PORT OF OAKLAND		9/25/2024	5/1/2029	3.96	4.25	1,284,426	1,309,826
MANAGED PORTFOLIO	MUNICIPAL DEBT	735000TR2	PORT OF OAKLAND		7/25/2025	5/1/2029	4.57	4.25	173,245	177,990
MANAGED PORTFOLIO	MUNICIPAL DEBT	757696AS8	THE REDONDO BEACH COMMUNITY FINANCING AUTHORITY		7/15/2021	5/1/2026	1.32	1.31	1,495,000	1,495,000
MANAGED PORTFOLIO	MUNICIPAL DEBT	797356NZ1	SAN DIEGO UNIFIED SCHOOL DISTRICT		9/19/2024	7/1/2029	3.97	4.11	790,000	786,652
MANAGED PORTFOLIO	MUNICIPAL DEBT	79766DSZ3	SAN FRANCISCO AIRPORT COMMISSION		9/19/2024	5/1/2029	3.94	4.17	933,320	948,857
MANAGED PORTFOLIO	MUNICIPAL DEBT	79768HJN9	SAN FRANCISCO PUBLIC UTILITIES COMMISSION		7/31/2024	10/1/2027	4.66	4.00	4,230,000	4,265,744
MANAGED PORTFOLIO	MUNICIPAL DEBT	79768HJN9	SAN FRANCISCO PUBLIC UTILITIES COMMISSION		10/4/2024	10/1/2027	3.91	4.07	499,937	493,672
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100HN9	STATE OF WISCONSIN		3/26/2025	5/1/2029	4.35	4.14	437,761	453,598
MANAGED PORTFOLIO	MUNICIPAL DEBT	977100HT6	STATE OF WISCONSIN		2/16/2023	5/1/2026	4.36	4.27	1,240,000	1,240,000
MANAGED PORTFOLIO	MUNICIPAL DEBT	5445874Z8	MUNICIPAL IMPROVEMENT CORPORATION OF LOS ANGELES		11/25/2025	5/1/2029	4.05	4.42	1,250,000	1,237,345
MANAGED PORTFOLIO	MUNICIPAL DEBT	79768HAJ7	SAN FRANCISCO PUBLIC UTILITIES COMMISSION		2/26/2026	10/1/2030	4.47	4.89	784,703	770,798
MANAGED PORTFOLIO	MUNICIPAL DEBT	576004HE8	COMMONWEALTH OF MASSACHUSETTS		3/18/2026	7/15/2029	3.90	3.98	5,129,506	5,124,250
MANAGED PORTFOLIO	MUNICIPAL DEBT	76913CBC2	COUNTY OF RIVERSIDE, CALIFORNIA		3/17/2026	2/15/2028	4.01	4.13	589,686	589,092

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2026

PORTFOLIO	SECURITY TYPE	SECURITY ID	DESCRIPTION	* VARIABLE	SETTLE DATE	MATURITY	** YIELD AT COST	** YIELD AT MARKET	BOOK VALUE	*** MARKET VALUE
MANAGED PORTFOLIO	MUNICIPAL DEBT	76913CBC2	COUNTY OF RIVERSIDE, CALIFORNIA		3/6/2026	2/15/2028	3.87	4.13	5,024,112	5,007,282
MANAGED PORTFOLIO	MUNICIPAL DEBT	427078AL4	SUCCESSOR AGENCY TO THE HERCULES REDEVELOPMENT AGE		3/18/2026	8/1/2030	4.18	4.40	1,017,280	1,008,100
MANAGED PORTFOLIO	MUNICIPAL DEBT	13068XRZ4	CALIFORNIA STATE PUBLIC WORKS BOARD		4/9/2026	9/1/2030	4.34	4.36	600,000	599,526
MANAGED PORTFOLIO	MUNICIPAL DEBT	452153PU7	STATE OF ILLINOIS		4/14/2026	4/1/2029	4.47	4.39	3,800,000	3,808,208
MANAGED PORTFOLIO	***SUB-TOTAL FOR MUNICIPAL DEBT***								***52,065,575***	***52,394,968***
MANAGED PORTFOLIO	SUPRANATIONAL	459058KL6	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM		9/27/2024	9/21/2029	3.58	3.97	2,003,800	1,978,360
MANAGED PORTFOLIO	SUPRANATIONAL	459058LN1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM		10/16/2024	10/16/2029	3.93	3.97	1,481,124	1,480,352
MANAGED PORTFOLIO	SUPRANATIONAL	459058LT8	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM		5/6/2025	5/5/2028	3.70	3.91	3,362,519	3,351,465
MANAGED PORTFOLIO	SUPRANATIONAL	45950KDF4	INTERNATIONAL FINANCE CORP		12/6/2023	1/15/2027	4.49	3.63	4,938,847	4,980,271
MANAGED PORTFOLIO	***SUB-TOTAL FOR SUPRANATIONAL***								***11,786,289***	***11,790,447***
MANAGED PORTFOLIO - TOTAL									**$ 2,428,416,244**	**$ 2,434,078,335**
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDFIIN	FIDELITY INVESTMENT MM GOV 1 57		N/A	N/A	3.53	3.53	21,721,242	21,721,242
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDDGCM	DREYFUS GOVT CM INST 289		N/A	N/A	3.53	3.53	25,220,300	25,220,300
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDINVE	INVESCO TREASURY INSTL 1931		N/A	N/A	3.55	3.55	28,360,193	28,360,193
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDMOR3	MORGAN STANLEY LIQ GOVT INST 8302		N/A	N/A	3.56	3.56	27,306,121	27,306,121
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDRBCG	RBC US GOVTT 1 1465		N/A	N/A	3.57	3.57	55,134,167	55,134,167
GRANT FUNDS	MONEY MARKET/MUTUAL FUND	X9USDWAIG	WESTERN ASSET INSTL GOVT MM 4512		N/A	N/A	3.54	3.54	26,734,336	26,734,336
GRANT FUNDS	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***								***184,476,359***	***184,476,359***
GRANT FUNDS - TOTAL***									**$ 184,476,359**	**$ 184,476,359**
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 91EL 2023 BONDS DSF/DSRF		N/A	N/A	3.27	3.27	4,003,165	4,003,165
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA DSRF		N/A	N/A	3.27	3.27	1,697,353	1,697,353
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA TRF/DLUF		N/A	N/A	3.27	3.27	53,162,111	53,162,111
DEBT SERVICE RESERVE FUNDS	MONEY MARKET/MUTUAL FUND	31846V203	FIRST AMERICAN MM GOV - 2021 TIFIA ORF		N/A	N/A	3.27	3.27	8,281,965	8,281,965
DEBT SERVICE RESERVE FUNDS	***SUB-TOTAL FOR MONEY MARKET/MUTUAL FUND***								***67,144,594***	***67,144,594***
DEBT SERVICE RESERVE FUNDS	NEGOTIABLE CERTIFICATE OF DEPOSIT	05612B2Z6	BMO HARRIS BANK - 91EL 2023 BONDS MMRF		4/6/2026	10/7/2026	3.90	3.90	5,000,000	5,000,000
DEBT SERVICE RESERVE FUNDS	NEGOTIABLE CERTIFICATE OF DEPOSIT	05612B2Z6	BMO HARRIS BANK - 91EL 2023 BONDS ORF		4/6/2026	10/7/2026	3.90	3.90	3,000,000	3,000,000
DEBT SERVICE RESERVE FUNDS	***SUB-TOTAL FOR NEGOTIABLE CERTIFICATE OF DEPOSIT***								***8,000,000***	***8,000,000***
DEBT SERVICE RESERVE FUNDS - TOTAL									**$ 75,144,594**	**$ 75,144,594**
TOTAL PORTFOLIO									**$ 3,237,911,759**	**$ 3,243,856,380**

* V indicates variable or floating rate securities.
** Yield at Cost represents the yield to maturity based on the acquisition cost, which refers to the internal rate of return of a security, calculated using its acquisition cost and the expected cash flows over the entire holding period.
Yield at Market represents the yield to worst (the lowest yield based on maturity or earliest possible call date) calculated from the market value. It reflects the internal rate of return of a security given its market price as of the report date and its future expected cash flows.
*** Market Value does not include accrued interest.
**** Includes Express Lanes customers' prepaid balances held in the 91EL and 405EL operating accounts. These funds are invested by OCTA but represent customer liabilities.
***** SB125 Funding Agreement.

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSACTION ACTIVITY [1] [2]
FOR THE MONTH OF APRIL 2026

TRANSACTION	SECURITY ID	DESCRIPTION	SETTLE DATE	MATURITY DATE	ACCOUNT	COUPON RATE	PAR VALUE	PROCEEDS/ (COST)
PURCHASE	05620EAD0	BAAT 261 A3	4/24/2026	10/15/2030	PFM	4.18	1,030,000	(1,029,842)
PURCHASE	06051GMY2	BANK OF AMERICA CORP	4/23/2026	4/23/2030	P&R	4.48	2,030,000	(2,030,000)
PURCHASE	06051GMY2	BANK OF AMERICA CORP	4/23/2026	4/23/2030	PFM	4.48	1,155,000	(1,155,000)
PURCHASE	13068XRZ4	CALIFORNIA STATE PUBLIC WORKS BOARD	4/9/2026	9/1/2030	P&R	4.34	600,000	(600,000)
PURCHASE	21688ABV3	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	4/1/2026	4/1/2029	PFM	4.32	2,750,000	(2,750,000)
PURCHASE	24422EYM5	JOHN DEERE CAPITAL CORP	4/28/2026	1/18/2029	PFM	4.13	840,000	(839,572)
PURCHASE	38141GE83	GOLDMAN SACHS GROUP INC	4/20/2026	4/20/2030	P&R	4.59	1,515,000	(1,515,000)
PURCHASE	38141GE83	GOLDMAN SACHS GROUP INC	4/20/2026	4/20/2030	PFM	4.59	2,075,000	(2,075,000)
PURCHASE	448972AD1	HALST 26B A3	4/22/2026	4/16/2029	MetLife	4.21	325,000	(324,953)
PURCHASE	452153PU7	STATE OF ILLINOIS	4/14/2026	4/1/2029	P&R	4.47	3,800,000	(3,800,000)
PURCHASE	46647PFL5	JPMORGAN CHASE & CO	4/23/2026	4/23/2030	PFM	4.41	3,495,000	(3,495,000)
PURCHASE	564760CD6	MANUFACTURERS AND TRADERS TRUST CO	4/20/2026	4/18/2030	P&R	4.55	805,000	(805,000)
PURCHASE	63743HFZ0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	4/30/2026	8/25/2028	CAM	4.15	2,000,000	(2,006,586)
PURCHASE	91282CGQ8	UNITED STATES TREASURY	4/30/2026	2/28/2030	CAM	4.00	7,500,000	(7,549,728)
PURCHASE	91282CGS4	UNITED STATES TREASURY	4/7/2026	3/31/2030	PFM	3.63	1,500,000	(1,485,513)
PURCHASE	91282CJR3	UNITED STATES TREASURY	4/30/2026	12/31/2028	MetLife	3.75	19,420,000	(19,579,481)
PURCHASE	91282CLT6	UNITED STATES TREASURY	4/7/2026	10/31/2026	MetLife	3.86	10,895,000	(10,981,180)
PURCHASE	91282CMZ1	UNITED STATES TREASURY	4/14/2026	4/30/2030	PFM	3.88	1,325,000	(1,348,299)
PURCHASE	91282CPD7	UNITED STATES TREASURY	4/30/2026	10/31/2030	PFM	3.63	1,050,000	(1,033,389)
PURCHASE	91282CQE4	UNITED STATES TREASURY	4/9/2026	3/15/2029	PFM	3.50	3,425,000	(3,398,359)
PURCHASE	91282CQE4	UNITED STATES TREASURY	4/7/2026	3/15/2029	PFM	3.50	4,350,000	(4,320,264)
PURCHASE	91282CQG9	UNITED STATES TREASURY	4/1/2026	3/31/2031	P&R	3.88	4,965,000	(4,953,310)
PURCHASE	91282CQJ3	UNITED STATES TREASURY	4/15/2026	4/15/2029	PFM	3.88	3,500,000	(3,506,836)
PURCHASE	91282CQK0	UNITED STATES TREASURY	4/30/2026	4/30/2031	CAM	3.88	4,000,000	(3,980,938)
PURCHASE	98463GAG3	YMMT 26A A1	4/29/2026	4/15/2031	MetLife	4.43	885,000	(884,907)
PURCHASE	98463GAJ7	YMMT 26A B	4/29/2026	4/15/2031	MetLife	4.64	315,000	(314,916)
PURCHASE - TOTAL							**$ 85,550,000**	**$ (85,763,070)**
DISPOSITION	00724PAH2	ADOBE INC	4/14/2026	1/17/2028	PFM	4.75	(700,000)	716,407
DISPOSITION	05330QAC6	DRVPNK 2025-1 A3	4/7/2026	11/13/2029	MetLife	4.62	(1,990,000)	2,005,057
DISPOSITION	05377RHL1	AESOP 2023-7 A	4/7/2026	8/21/2028	MetLife	5.90	(2,000,000)	2,041,119
DISPOSITION	05377RJG0	AESOP 242 A	4/7/2026	10/20/2028	MetLife	5.13	(1,285,000)	1,300,059
DISPOSITION	14319WAD8	CARMX 2025-1 A3	4/7/2026	1/15/2030	MetLife	4.84	(630,000)	637,204
DISPOSITION	14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	4/17/2026	5/14/2027	P&R	5.00	(1,885,000)	1,944,755
DISPOSITION	166756BB1	CHEVRON USA INC	4/14/2026	2/26/2028	PFM	4.48	(970,000)	984,081
DISPOSITION	24422EXV6	JOHN DEERE CAPITAL CORP	4/14/2026	7/15/2027	P&R	4.20	(1,735,000)	1,759,782
DISPOSITION	440452AK6	HORMEL FOODS CORP	4/28/2026	3/30/2027	P&R	4.80	(1,230,000)	1,242,587
DISPOSITION	478160DH4	JOHNSON & JOHNSON	4/15/2026	3/1/2028	PFM	4.55	(1,045,000)	1,064,125
DISPOSITION	58769JAQ0	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	4/24/2026	1/11/2027	PFM	4.80	(1,000,000)	1,019,173
DISPOSITION	63743HFR8	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	4/28/2026	5/6/2027	P&R	5.10	(1,390,000)	1,436,797
DISPOSITION	64952WFJ7	NEW YORK LIFE GLOBAL FUNDING	4/28/2026	10/1/2027	P&R	3.90	(520,000)	519,384
DISPOSITION	64952WFJ7	NEW YORK LIFE GLOBAL FUNDING	4/17/2026	10/1/2027	P&R	3.90	(300,000)	299,434
DISPOSITION	65479VAB2	NMOTR 24B A	4/7/2026	2/15/2029	MetLife	5.05	(1,575,000)	1,589,704
DISPOSITION	69371RT30	PACCAR FINANCIAL CORP	4/17/2026	8/6/2027	P&R	4.45	(905,000)	919,287
DISPOSITION	858928AE4	SFUEL 25A A4	4/7/2026	3/20/2029	MetLife	4.50	(1,035,000)	1,040,070
DISPOSITION	912828V98	UNITED STATES TREASURY	4/29/2026	2/15/2027	CAM	2.25	(3,500,000)	3,475,275
DISPOSITION	91282CFH9	UNITED STATES TREASURY	4/22/2026	8/31/2027	MetLife	3.13	(2,500,000)	2,489,661
DISPOSITION	91282CFH9	UNITED STATES TREASURY	4/30/2026	8/31/2027	CAM	3.13	(8,000,000)	7,962,065
DISPOSITION	91282CFH9	UNITED STATES TREASURY	4/30/2026	8/31/2027	MetLife	3.13	(9,500,000)	9,456,776
DISPOSITION	91282CHE4	UNITED STATES TREASURY	4/24/2026	5/31/2028	PFM	3.63	(5,000)	5,051
DISPOSITION	91282CHE4	UNITED STATES TREASURY	4/23/2026	5/31/2028	PFM	3.63	(375,000)	379,147
DISPOSITION	91282CHE4	UNITED STATES TREASURY	4/30/2026	5/31/2028	PFM	3.63	(600,000)	605,788
DISPOSITION	91282CHE4	UNITED STATES TREASURY	4/7/2026	5/31/2028	PFM	3.63	(425,000)	428,293
DISPOSITION	91282CLG4	UNITED STATES TREASURY	4/7/2026	8/15/2027	PFM	3.75	(2,100,000)	2,107,649

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSACTION ACTIVITY [1] [2]
FOR THE MONTH OF APRIL 2026

TRANSACTION	SECURITY ID	DESCRIPTION	SETTLE DATE	MATURITY DATE	ACCOUNT	COUPON RATE	PAR VALUE	PROCEEDS/ (COST)
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/23/2026	9/15/2027	PFM	3.38	(1,525,000)	1,522,055
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/9/2026	9/15/2027	PFM	3.38	(3,375,000)	3,362,581
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/28/2026	9/15/2027	PFM	3.38	(450,000)	449,425
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/20/2026	9/15/2027	PFM	3.38	(1,850,000)	1,845,702
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/7/2026	9/15/2027	PFM	3.38	(2,200,000)	2,189,344
DISPOSITION	91282CLL3	UNITED STATES TREASURY	4/15/2026	9/15/2027	PFM	3.38	(1,600,000)	1,595,361
DISPOSITION	91282CLT6	UNITED STATES TREASURY	4/30/2026	10/31/2026	MetLife	3.85	(12,895,000)	13,027,433
DISPOSITION	91282CND9	UNITED STATES TREASURY	4/23/2026	5/15/2028	PFM	3.75	(70,000)	71,096
DISPOSITION	91282CND9	UNITED STATES TREASURY	4/7/2026	5/15/2028	PFM	3.75	(1,005,000)	1,017,454
DISPOSITION	92970QAA3	WFCIT 2024-1 A	4/7/2026	2/15/2029	MetLife	4.94	(3,000,000)	3,032,846
DISPOSITION - TOTAL							**$ (75,170,000)**	**$ 75,542,027**

Note: 1. Transaction activity is reported based on the settlement date.

2. The Transaction Activity Schedule presents principal investment activity for the reporting period, including purchases, sales, maturities, and calls/redemptions. Recurring cash flows from existing holdings, such as principal paydowns, periodic interest receipts, and money market fund sweep transactions, are reflected in balances in the month-end Portfolio Listing section but are not shown as separate transactions on this schedule.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Third Quarter Fiscal Year 2025-26 Procurement Status Report

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Third Quarter Fiscal Year 2025-26 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 during the third quarter of fiscal year 2025-26, from January 1, 2026, through March 31, 2026, that was approved by the Board of Directors. The third quarter procurement status report also projects future procurement activity for the fourth quarter as identified in the fiscal year 2025-26 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) 2025-26 Budget on June 29, 2025, 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 2025-26. 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 2025-26, the Contracts Administration and Materials Management Department handled 327 different contractual documents. Of the total, 196 contractual documents valued at $342,153,427,

were completed; the remaining procurements will be executed during the fourth quarter of FY 2025-26.

In the third quarter, the Board acted on 15 procurements. The procurements were split between seven agreements valued at $4,643,687, four change orders valued at $1,370,000, and four option-term amendments valued at $1,290,805. 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 of over $250,000 up to $500,000 as shown in 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 2025-26 are anticipated to be completed within the fourth quarter of FY 2025-26.

There are several procurements requiring Board approval throughout the fourth quarter of FY 2025-26 (April 1, 2026, through June 30, 2026) including:

- Consultant Selection for the Move OC Active Transportation Plan
- Agreement for Detail Bus and Streetcar Cleaning and Pesticide Application Services
- Agreement for Design-Build of Hydrogen Fueling Station and Facility Modification at Garden Grove Bus Base
- 91 Express Lanes Back-Office System and Customer Service Center Consolidation with the 15 Express Lanes
- Agreement for Public Outreach Consultant Services for Rail Capital Projects

The estimated value of these fourth quarter procurements is $274,154,920. Attachments C through G identify procurement activity anticipated in the fourth quarter of FY 2025-26 by the committee that will review the items.

Summary

This report provides an update of the procurement activity for the third quarter of FY 2025-26, January 1, 2026, through March 31, 2026, as well as a look-ahead at anticipated procurement activity for the fourth quarter of FY 2025-26. Staff recommends that this report be received and filed as an information item.

Attachments

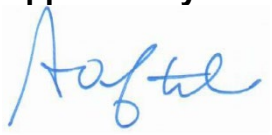
A. Board-Approved Contracts – Third Quarter Fiscal Year 2025-26
B. Procurements Approved by Chief Executive Officer with Board-Delegated Authority – Third Quarter Fiscal Year 2025-26 Valued Over $250,000 - $500,000
C. Regional Transportation Planning Committee – Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)
D. Transit Committee – Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)
E. Finance and Administration Committee – Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)
F. Legislative Committee – Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)
G. Executive Committee – Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)

Prepared by:



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

Approved by:



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

ATTACHMENT A

Board-Approved Contracts - Third Quarter Fiscal Year 2025-26

NEW AGREEMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
Southwest Lift & Equipment, Inc.	C54261	Bus Hoist Replacement at the Anaheim Base	2/26/2026	2/22/2027	$238,144
Golden Gate Steel	C250017	Facility Modifications at the Santa Ana Bus Base Operations Building	2/10/2026	2/10/2027	$329,640
Lighting Technology Services, Inc. (LTS Property Services)	C250018	Installation of Battery Electric Vehicle Chargers at the Irvine Construction Circle Bus Base	4/3/2026	8/31/2026	$470,670
Cummins, Inc.	C255027	Purchase of Six Replacement Cummins 8.9-liter 280HP Compressed Natural Gas-Powered Engines.			$463,697
Modern Times Inc.	C250090	Provide Community Engagement Consultant Services	5/1/2026	4/30/2028	$884,680
Arcadis U.S., Inc.	C250014	Harbor Boulevard Transit Signal Priority Deployment	5/1/2026	10/31/2031	$2,032,849
California Highway Products	C250284	Plumbing Services for the 91 Express Lanes Toll Plaza	4/13/2026	8/12/2026	$224,000
TOTAL NUMBER OF CONTRACTS					**7**
TOTAL DOLLAR VALUE					**$4,643,687**

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
Walsh Construction Company II, LLC	C71904	(CCO No. 83.1) Storage of Traction Power Substations	4/1/2026	12/16/2026	$400,000
Walsh Construction Company II, LLC	C71904	(CCO No. 157.2) Additional Traffic Control	2/12/2025	12/16/2026	$150,000
Walsh Construction Company II, LLC	C71904	(CCO No. 260.1) Complete Finishes in Various Areas in the Maintenance and Storage Facility	2/12/2025	12/16/2026	$120,000
Walsh Construction Company II, LLC	C71904	(CCO No. 221.1) Southern California Edison Electrical and Service Connections at Various Intersections	2/16/2026	12/16/2026	$700,000
TOTAL NUMBER OF CHANGE ORDERS					**4**
TOTAL DOLLAR VALUE					**$1,370,000**

OPTION TERM AMENDMENTS

Prime Vendor	Contract #	Contract Description	Eff Date	Exp Date	Amount
Trillium USA Company, LLC	C22898	AM No. 2 to Exercise the Option Term to Continue Providing Compressed Natural Gas Fueling Operation and Maintenance	3/1/2026	2/28/2029	$354,600
ChargePoint, Inc.	C02692	Am No. 3 to Exercise the Option Term for Continued Energy Management System Services and Additional Licensing for Ten New Charging Stations to be Installed at the Irvine Construction Circle Bus Base	2/1/2026	1/31/2030	$127,205
Carpe Datum	C22575	AM No. 3 to Exercise the Second Option Term to Provide System Management and Business Analyst Support Services	4/1/2026	3/31/2027	$319,000
Jovenville, LLC dba We The Creative	C32607	AM No. 4 to Exercise the First Option Term for Continued Consultant Support Services for Rideshare and Vanpool Marketing, Design, and Advertising Services	5/1/2026	2/29/2028	$490,000
TOTAL NUMBER OF OPTION TERM AMENDMENTS					**4**
TOTAL DOLLAR VALUE					**$1,290,805**

ATTACHMENT B

Procurements Approved by Chief Executive Officer with Board-Delegated Authority
Third Quarter Fiscal Year 2025-26 Valued over $250,000 - $500,000

Contract Description	Contract #	Prime Vendor	EFF Date	Exp Date	$ Amount
Rubrik Annual Maintenance	250168	Questivity	1/27/2026	1/26/2027	$262,047
Back-Up Generators and Uninterruptible Power Supply Equipment Service and Repairs	250082	Odyssey Power Corporation	3/1/2026	2/28/2029	$290,000
Orange County Transportation Authority Preserves Property Patrol Services	250066	High Level Security Solutions Inc.	1/1/2026	12/31/2027	$295,000
Transit Facilities Condition Assessment	250012	Bureau Veritas Technical Assessments LLC	2/16/2026	7/31/2026	$295,099
VMware Live Recovery Protected Capacity	250177	Sidepath Inc.	1/26/2026	10/19/2026	$329,999
Construction of the Trabuco-Rose Gully Repair Project	C54213	Prestige Prime Engineering	1/16/2026	6/30/2026	$344,800
Switch	255055	Switch	1/1/2026	12/31/2026	$368,500
Grant Management System	54263	Communication Square LLC	2/1/2026	1/31/2031	$450,560
Dell PowerEdge R660 and PowerEdge R660xs Tailor Made Servers	250291	Sidepath Inc.	3/27/2026	9/26/2026	$496,004
Newport Transportation Center and Fire Station No. 3 Relocation Feasibility Study	250111	HDR Engineering Inc.	2/1/2026	1/31/2027	$496,635

TOTAL DOLLAR VALUE: **$3,628,644**

ATTACHMENT C

REGIONAL TRANSPORTATION PLANNING COMMITTEE - Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)

Committee Date	Item Description	Estimated Value	Division
April 6, 2026	Cooperative Agreement with the City of San Clemente and Contract Change Order Related to the Rehabilitation of Existing Sewer Line in Area 3 for the Coastal Rail Stabilization Priority	$690,911	Capital Programs
	Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5	$440,000	People and Community Engagement
May 4, 2026	Cooperative Agreement No. C250331 with the California Department of Transportation for the Construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project from Calle Entradero to Reata Road	$57,100,000	Planning
June 1, 2026	Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55	$895,987	Capital Programs
	Agreement for Public Outreach Consultant Services for Rail Capital Projects	$800,610	People and Community Engagement
	Consultant Selection for the Move OC Active Transportation Plan	$996,576	Planning

ATTACHMENT D

TRANSIT COMMITTEE - Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)

Committee Date	Item Description	Estimated Value	Division
April 9, 2026	Amendment to Measure M2 Project U Senior Non-Emergency Medical Transportation Program	$0	Operations
	Amendment to Cooperative Agreements with Regional Center of Orange County	$10,257,017	Operations
	Agreement for Detail Bus and Streetcar Cleaning and Pesticide Application Services	$1,462,070	Operations
May 14, 2026	Amendment to Agreement for Technical Consulting Services for Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar Ticket Vending Machines Implementation	$381,603	Finance and Administration
	Agreement for Design-Build of Hydrogen Fueling Station and Facility Modification at Garden Grove Bus Base	$27,598,891	Capital Programs
	Amendment to Agreement to Exercise Option-Term for Customer Information Center	$2,121,760	People and Community Engagement
June 11, 2026	Amendments to Cooperative Agreements with Cities Participating in the Senior Mobility Program	$21,727,813	Operations
	Amendments to Cooperative Agreements for the Provision of Special Transit Services	$0	Operations
	Award Purchase of 48 Compressed Natural Gas Fuel Tank Kits	$2,723,165	Operations

ATTACHMENT E

FINANCE AND ADMINISTRATION COMMITTEE - Fourth Quater Outlook (April 1, 2026 through June 30, 2026)

Committee Date	Item Description	Estimated Value	Division
April 16, 2026	Amendment to the 91 Express Lanes Riverside County Transportation Comission/Orange County Transportaion Authority Facility	$550,000	Executive
May 21, 2026	91 Express Lanes Back-Office System and Customer Service Center Consolidation with the 15 Express Lanes	$126,372,484	Executive
	Annual Insurance Program Renewal	$2,646,148	People and Community Engagement
June 18, 2026	None		

ATTACHMENT F

LEGISLATIVE COMMITTEE - Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)

Committee Date	Item Description	Estimated Value	Division
April 16, 2026	None		
May 21, 2026	None		
June 18, 2026	Amendment to Agreement for Federal Legislative Advocacy and Consulting Services	$540,000	Government Relations

ATTACHMENT G

EXECUTIVE COMMITTEE - Fourth Quarter Outlook (April 1, 2026 through June 30, 2026)

Committee Date	Item Description	Estimated Value	Division
April 6, 2026	None		
May 4, 2026	Amendment to Agreement for Security Systems and Maintenance	$355,000	Executive
	Consultant Selection for the Los Angeles 2028 Olympics Transportation Service Plan an Capital Needs Assessment	$929,267	Planning
June 1, 2026	Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriffs Deparment	$15,565,618	Executive

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Fiscal Year 2025-26 Third Quarter Budget Status Report

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2025-26 Third Quarter Budget Status Report

Overview

Orange County Transportation Authority staff have implemented the fiscal year 2025-26 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the third quarter of fiscal year 2025-26.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2025-26 Budget on June 9, 2025. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and projects.

The balanced budget as approved by the Board in June was $1,739.2 million. Sources of funds were comprised of $1,285.7 million in current FY revenues and $453.5 million in use of prior year designations. Uses of funds were comprised of $1,645.7 million of current FY expenditures and $93.5 million of designations.

Discussion

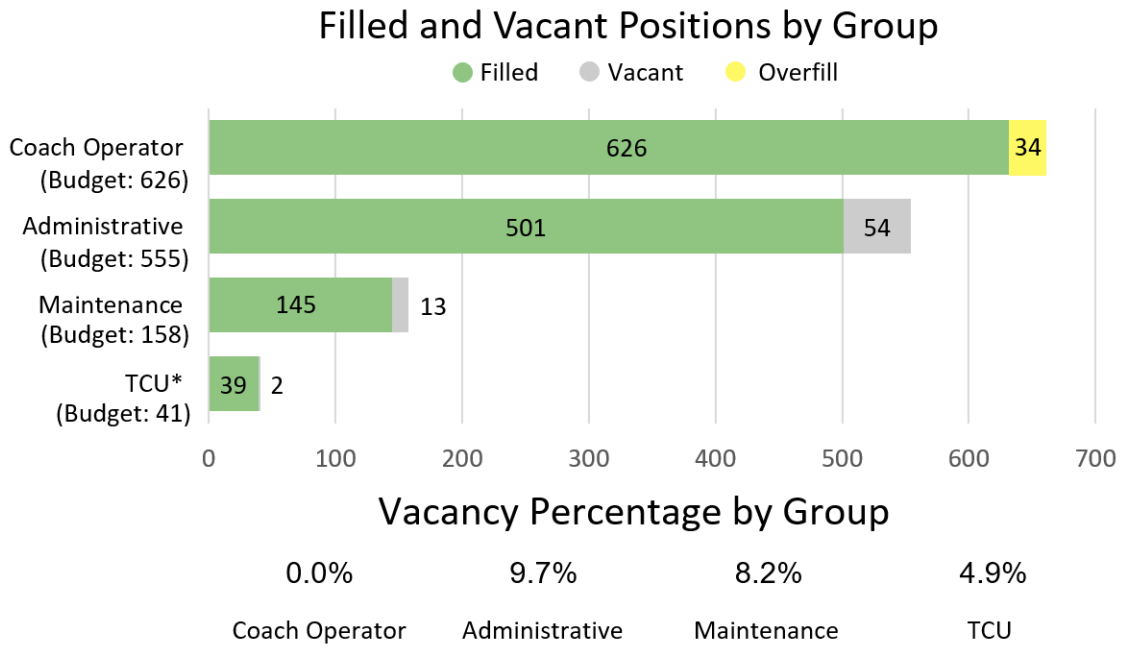
Staff monitors and analyzes revenues and expenditures versus the working budget. This report provides a summary level overview of staffing levels and explanations for material budget to actual variances within each pertinent OCTA program. The OCTA programs include Bus, Regional Rail, Express Lanes, Motorist Services, and Measure M2 (M2). A visual dashboard summary of this report is provided in Attachment A.

Unless indicated on an individual chart, the general color pattern used is outlined below:

- Gray – Budget
- Green – Within budget
- Yellow – Within five percent variance of budget
- Red – Over five percent variance of budget

Staffing

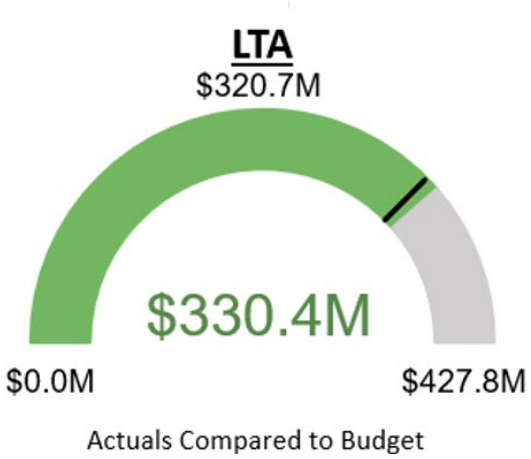
Total salaries and benefits were $5 million under the budget of $170.1 million. This is primarily due to staffing vacancies agency wide; vacancy details are provided in the graph below. Coach operator positions were 34 over the budgeted amount due to lower attrition than anticipated.

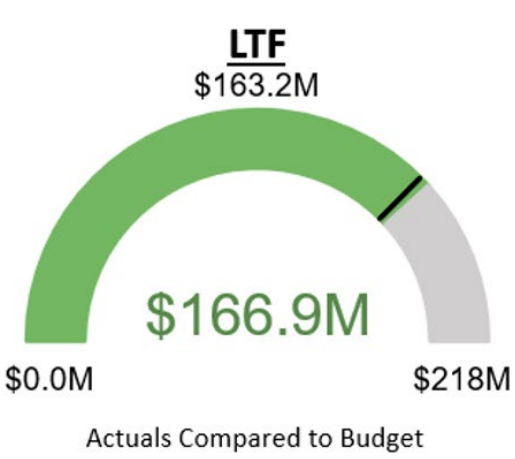


*TCU - Transportation Communications Union

Sales Tax Receipts

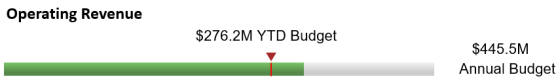
The charts on the next page provide a FY snapshot for both the Local Transportation Authority (LTA) M2 Program and Local Transportation Fund (LTF) Bus Program sales tax revenues against the budget. LTA sales tax receipts of $330.4 million were $9.7 million higher than the budget and LTF sales tax receipts of $166.9 million were $3.7 million higher than the budget.

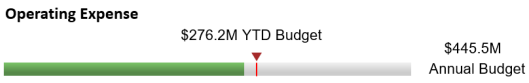




Major Programs

Bus Program





Bus Program operating revenues of $310.1 million came in $33.9 million over budget. This was due to the timing of federal operating assistance grant revenues anticipated in prior years but received in FY 2025-26. Bus Program operating expenses of $262.3 million were $13.9 million under the budget. This is primarily due to lower than anticipated expenditures on recurring as-needed services and supplies, such as professional services, maintenance services, and fuel. All these expenditures can vary at any given time based on need.

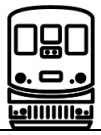


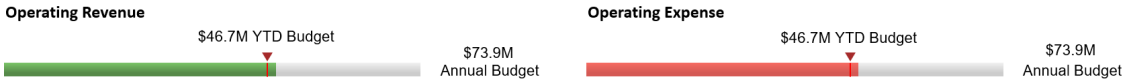


Bus Program capital revenues and expenses of $8.4 million were $26 million lower than the budget. This was due to lower than anticipated revenue reimbursements based on lower capital expenses throughout the third quarter. Capital expenses were lower than budgeted due to timing changes of capital equipment projects such as the Automatic Passenger Count Project and County-wide Coordinated Communications System Project, which are now anticipated in FY 2026-27. Additionally, vehicle expenses underran due to the fuel cell replacement, high voltage battery replacement, and bus fuel tank

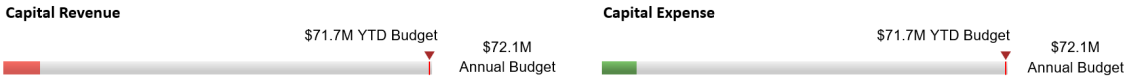
replacement procurements, which are now anticipated to be completed in early FY 2026-27.

Regional Rail Program



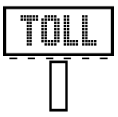


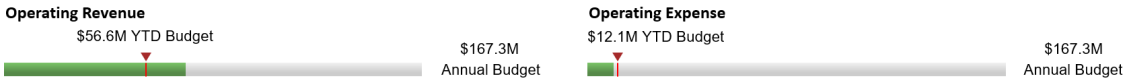
Regional Rail Program operating revenues and expenses totaled $48.2 million, which was $1.5 million above budget. The increase was attributed to higher reimbursement revenue tied to operating expenses in the third quarter. Rail operating expenses were over budget due to the timing of operating subsidy invoicing. Expenses are expected to align with the budget by FY-end.



Regional Rail Program capital revenues and expenses of $6.1 million underran the budget by $65.6 million. This was due to less than anticipated revenue reimbursements based on lower capital expenses through the third quarter. Rail capital expenses were $65.6 million lower than budgeted. This was due to work associated with the Coastal Rail Rehabilitation Project. A construction contract that was budgeted for in FY 2025-26 was able to be executed at the end of FY 2024-25. As a result, the underrun in rail capital is anticipated to continue through the remainder of the FY.

91 Express Lanes Program





The 91 Express Lanes Program operating revenues of $72.6 million exceeded the budget by $16 million, primarily due to larger than anticipated revenues from interest income, toll violations, and higher trip volumes. Operating expenses of

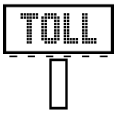
$10.5 million were $1.6 million lower than the budget of $12.1 million, primarily due to the timing of invoicing for the toll road operating contract. The remaining variance is due to lower usage of professional services such as engineering support services, traffic and revenue analysis, and collection services.





The 91 Express Lanes Program capital revenue and expenses came in $1.1 million under budget. This was primarily due to the timing of the Express Lanes Toll Management System invoice, which is milestone based and now anticipated to be paid in the second quarter of FY 2026-27.

405 Express Lanes Program



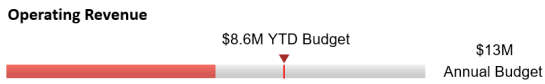


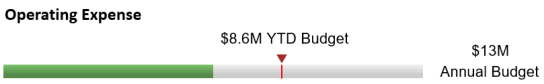


The 405 Express Lanes Program operating revenues of $45.7 million were $5.6 million over budget, primarily due to higher than anticipated trip volumes and toll violation revenues. Operating expenses of $30.9 million were $9.6 million higher than the budget, primarily due to the timing of interest expenses that were anticipated in the fourth quarter and will align by the end of the FY. Additionally, the remaining variances were due to the timing of work and invoicing on the back-office system.

Motorist Services Program

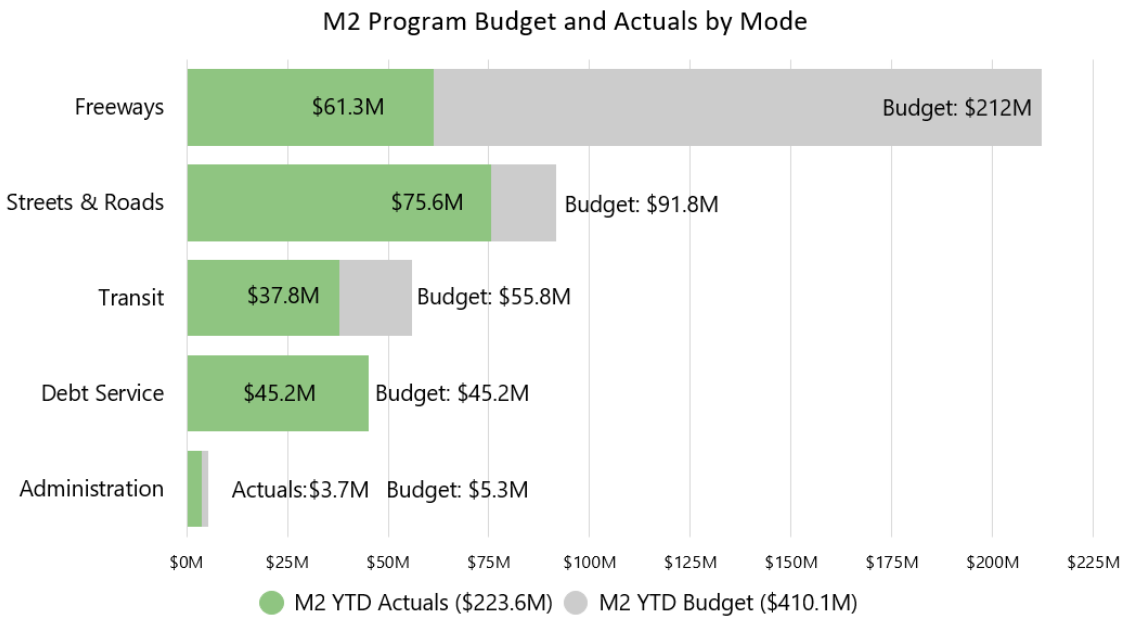






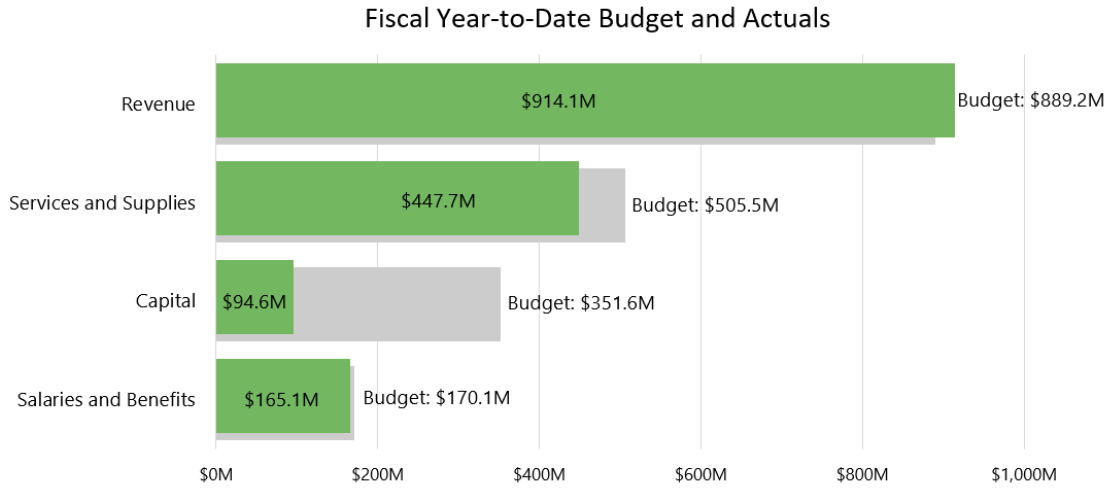
Motorist Services Program operating revenue and expenses of $6.5 million were $2.1 million lower than the budget. The expense underrun is due to the timing of invoices for Freeway Service Patrol contracted tow services and LA SAFE Program. Receipt of revenue is tied to the timing of expenses, and underruns in revenue and expenditures are anticipated to align by FY-end.

M2 Program



Total actual expenses of $223.6 million for the M2 Program were $186.5 million lower than the budget, primarily due to the timing of construction and right-of-way (ROW) payments for freeway projects including the State Route 91 (SR-91) to State Route 57 (SR-57) Project ($62.4 million), Interstate 5 (I-5) to El Toro Road Freeway Project ($27.8 million), Interstate 405 (I-405) Freeway Project ($20.3 million), State Route 55 (SR-55) to SR-91 Project ($13.2 million), and SR-57 to Katella Avenue Project ($12.1 million). Also contributing to the variance are lower than anticipated expenses for the Regional Traffic Signal Synchronization Program ($6.9 million), Regional Capacity Program ($5.3 million), and Local Fair Share Program ($4 million). Additionally, the timing of OC Streetcar Project construction expenses ($20.7 million) contributed to the underrun.

Summary



Overall, revenues of $914.1 million were $24.9 million over budget. This was primarily due to higher than anticipated interest income and sales tax revenue.

Operating expenses of $447.7 million were $57.8 million under budget, primarily due to lower than anticipated as-needed professional services as well as outside services. Additionally, lower expenses and contributions to Orange County, cities, and local agencies for the Local Fair Share Program, Regional Capacity Program, and Regional Traffic Signal Synchronization Program contributed to the underrun. Lastly, there was less of a need for maintenance services though the third quarter.

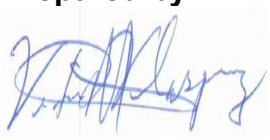
Total OCTA capital expenses of $94.6 million were $257 million under budget, primarily due to the timing of construction and ROW expenses for the SR-91 to SR-57 Project, I-5 to El Toro Road Freeway Project, I-405 Freeway Project, SR-55 to SR-91 Project, and SR-57 to Katella Avenue Project. Pending work for the Coastal Rail Rehabilitation Project also contributed to the variance. Additionally, the timing of OC Streetcar Project construction expenses contributed as well.

Salaries and benefits of $165.1 million were $5 million lower than budgeted. This was primarily due to staffing vacancies in the administrative and maintenance groups.

Attachment

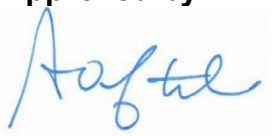
A. Fiscal Year 2025-26 Third Quarter Budget Status Summary

Prepared by:



Victor Velasquez
Department Manager,
Financial Planning and Analysis
(714) 560-5592

Approved by:



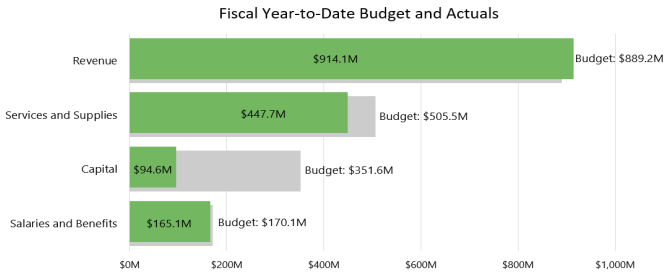
Andrew Oftelie
Chief Financial Officer,
Finance and Administration
(714) 560-5649

ATTACHMENT A

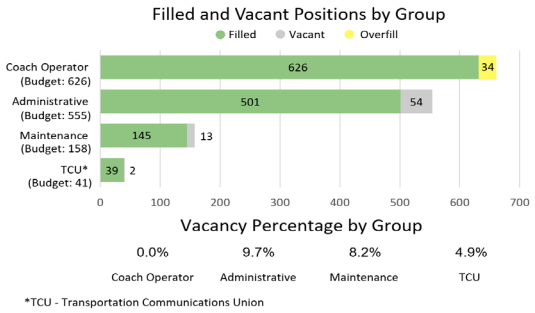
Fiscal Year 2025-26 Third Quarter Budget Status Summary

Budget | Within Budget | Within 5% Variance | Over 5% Variance

Total Authority



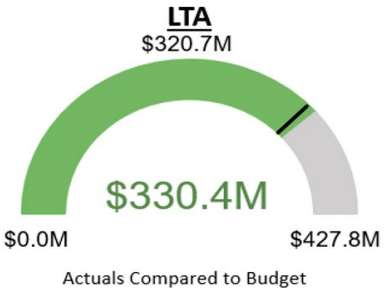
Staffing



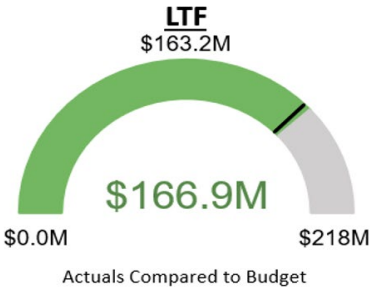
*TCU - Transportation Communications Union

Sales Tax Receipts

Local Transportation Authority (LTA)



Local Transportation Fund (LTF)

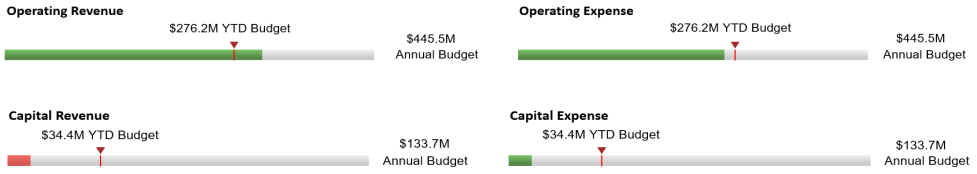


Major Operating Programs

Year-to-Date (YTD)

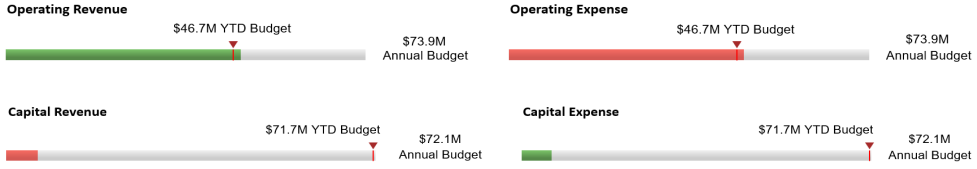
Bus Program





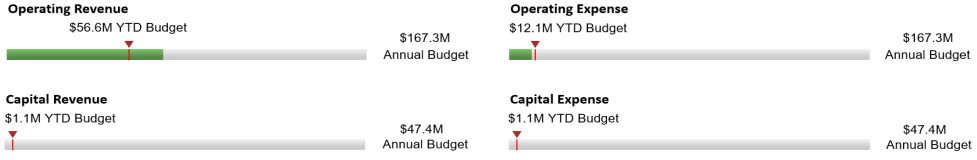
Regional Rail Program





91 Express Lanes Program





405 Express Lanes Program





Motorist Services Program





COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Fiscal Year 2025-26 Third Quarter Grant Reimbursement Status Report

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2025-26 Third Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the third quarter of fiscal year 2025-26, covering January through March 2026.

Recommendation

Receive and file as an information item.

Discussion

The Orange County Transportation Authority (OCTA) has secured grant funding from federal and state agencies to deliver programs, projects, and services to improve mobility in Orange County. The use of grant funds is consistent with the capital programming policies approved by the Board of Directors (Board). The Quarterly Grant Reimbursement Status Report summarizes current and closed grant agreements.

New Grant Agreements:

During this quarter, OCTA executed one grant agreement.

The grant was received from the Fiscal Year (FY) 2025-26 Low Carbon Transit Operations Program (LCTOP). OCTA received $10.14 million in LCTOP funds to continue the Youth Ride Free Program. The Youth Ride Free Program allows OCTA to offer free fares to youth under 18 years.

Current Grant Agreements:

OCTA has 12 Federal Transit Administration (FTA) formula grant agreements and four FTA discretionary grant agreements.

The 12 FTA formula grant agreements have a total federal amount of $234.7 million. A total of $102.1 million has been reimbursed, leaving a balance of approximately $132.6 million. The balance of these FTA formula grant agreements will primarily fund bus operations, the OC Streetcar Project, and rail rehabilitation projects.

The four FTA discretionary grant agreements have a total federal amount of $153.1 million. This includes the full funding grant agreement award of $148.9 million. A total of $136.9 million has been reimbursed, leaving a balance of $16.3 million. The balance of these FTA discretionary grant agreements will primarily fund the OC Streetcar Project.

The total FTA formula and discretionary grant agreements amount to $387.9 million. The total amount reimbursed through the third quarter under these grant agreements is $239 million, leaving a balance of $148.9 million. These grant agreements are summarized in Attachment A.

OCTA has 42 active State and Federal Highway Administration formula grant agreements that total $461.5 million. The total amount reimbursed through the third quarter under these agreements is $108.4 million, leaving a balance of $353.1 million. These grant agreements are summarized in Attachment B.

In addition, OCTA has 22 active discretionary grant agreements totaling approximately $41.3 million. The total amount reimbursed through the third quarter under these other agreements is $14.1 million, leaving a balance of $27.2 million. These grant agreements are summarized in Attachment C.

This report is as of March 31, 2026, and any grants with a deadline between the quarter end and the date this report is published, will be reimbursed and closed out. This activity will be reflected in next quarter's report. Additionally, for these grants, staff anticipates each of the remaining balances to be fully reimbursed prior to the grant agreement expiration date.

Closed Grant Agreements:

There were five grant agreements totaling $28.8 million that were closed out in the third quarter of FY 2025-26.

The remaining balance for the Strengthening Mobility and Revolutionizing Transportation grant reflects project savings. All eligible expenses were reimbursed.

These grant agreements are summarized in Attachment D.

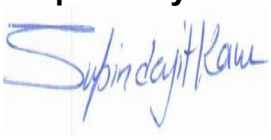
Summary

This report provides an update of the grant agreement-funded activities for the third quarter of FY 2025-26, January through March 2026. Staff recommends this report be received and filed as an information item.

Attachments

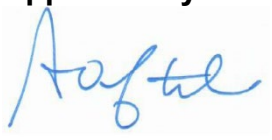
A. Third Quarter Grant Reimbursement Status Report, January through March 2026, Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements
B. Third Quarter Grant Reimbursement Status Report, January through March 2026, State and Federal Highway Administration (FHWA) Formula Grant Agreements
C. Third Quarter Grant Reimbursement Status Report, January through March 2026, Discretionary Grants
D. Third Quarter Grant Reimbursement Status Report, January through March 2026, Closed Grant Agreements

Prepared by:



Sam Kaur
Department Manager,
Revenue Administration
714-560-5889

Approved by:



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

ATTACHMENT A

Third Quarter Grant Reimbursement Status Report
January through March 2026

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Formula Grants						
FTA Section 5307 - FTA Urbanized Area Formula Grant Program						
1	2024	CA-2025-259	$ 64,481,724	$ 30,531,065	$ 33,950,659	June 2031
FTA Section 5307 Grant Subtotal			**$ 64,481,724**	**$ 30,531,065**	**$ 33,950,659**	
FTA Section 5307 - Federal Funds flexed from the Federal Highway Administration (FHWA)						
2	2020	CA-2021-010	$ 42,599,378	$ 34,592,944	$ 8,006,434	December 2026
3	2022	CA-2023-196	1,770,000	1,220,714	549,286	December 2026
4	2022	CA-2023-220	19,493,998	8,039,369	11,454,629	December 2026
5	2024	CA-2025-104	61,157,512	20,370,920	40,786,592	March 2027
6	2024	CA-2025-187	9,000,000	645,143	8,354,857	December 2030
7	2024	CA-2025-249	13,845,000	0	13,845,000	February 2027
FTA Section 5307 Flexed Grant Subtotal			**$ 147,865,888**	**$ 64,869,090**	**$ 82,996,798**	
FTA Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program						
8	2023	CA-2024-112	$ 3,366,773	$ 0	$ 3,366,773	May 2027
FTA Section 5310 Grant Subtotal			**$ 3,366,773**	**$ 0**	**$ 3,366,773**	
FTA Section 5337 - State of Good Repair Grant Program						
9	2024	CA-2025-106	$ 1,282,925	$ 685,107	$ 597,818	July 2026
FTA Section 5337 Grant Subtotal			**$ 1,282,925**	**$ 685,107**	**$ 597,818**	
FTA Section 5339 - Buses and Bus Facilities Grant Program						
10	2022	CA-2023-123	$ 5,951,471	$ 5,912,468	$ 39,003	September 2026
11	2023	CA-2024-200	6,134,745	128,818	6,005,927	May 2027
12	2024	CA-2025-198	5,655,554	0	5,655,554	October 2027
FTA Section 5339 Grant Subtotal			**$ 17,741,770**	**$ 6,041,286**	**$ 11,700,484**	
FTA Formula Grants Total			**$ 234,739,080**	**$ 102,126,548**	**$ 132,612,532**	

Third Quarter Grant Reimbursement Status Report

January through March 2026

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Discretionary Grants						
FTA Community Project Funding/Congressionally Directed Spending (CMPJ)						
13	2022	CA-2025-105	$ 750,000	$ 0	$ 750,000	December 2029
FTA CMPJ Grant Subtotal			**$ 750,000**	**$ 0**	**$ 750,000**	
FTA Section 5339c - Low or No Emission Grant Program						
14	2022	CA-2025-068	$ 2,507,895	$ 0	$ 2,507,895	February 2027
FTA Section 5339c Grant Subtotal			**$ 2,507,895**	**$ 0**	**$ 2,507,895**	
FTA Section 5309 - Discretionary Capital Grant Program						
15	2018	CA-2020-281	$ 913,115	$ 237,657	$ 675,458	September 2026
FTA Section 5309 Grant Subtotal			**$ 913,115**	**$ 237,657**	**$ 675,458**	
FTA Section 5309 - Capital Investment Grants - Full Funding Grant Agreement (FFGA)						
16	2019	CA-2019-018	$ 148,955,409	$ 136,619,666	$ 12,335,743	December 2026
FTA Section 5309 FFGA Grant Subtotal			**$ 148,955,409**	**$ 136,619,666**	**$ 12,335,743**	
FTA Discretionary Grants Total			**$ 153,126,419**	**$ 136,857,323**	**$ 16,269,096**	
Total FTA Formula and Discretionary Grant Agreements			**$ 387,865,499**	**$ 238,983,871**	**$ 148,881,628**	

Funding Source Notes

FTA Section 5307 - Federal Transit Administration Urbanized Area Formula Grant Program: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5307 - Federal Funds flexed from the Federal Highway Administration (FHWA): Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program: Formula funding to states for the purpose of assisting nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

FTA Section 5337 - State of Good Repair Grant Program: A formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy lanes.

FTA Section 5339 - Buses and Bus Facilities Grant Program: A formula-based program dedicated to support capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

FTA Section 5309 - Discretionary Capital Grant Program: Grants provide for projects that improve efficiency and coordination of transportation systems.

FTA Section 5309 - Capital Investment Grants - Full Funding Grant Agreement (FFGA): Grants provide for projects that improve efficiency and coordination of transportation systems.

Third Quarter Grant Reimbursement Status Report

January through March 2026

ATTACHMENT B

	FISCAL YEAR (FY)	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
State and Federal Highway Administration (FHWA) Formula Grant Agreements						
National Highway Performance Program (NHPP)						
1	2024	Interstate 5, Segment 1, Interstate 405 to Yale Avenue (ROW)	$ 5,420,508	$ 100,452	$ 5,320,056	July 2026
NHPP Subtotal			**$ 5,420,508**	**$ 100,452**	**$ 5,320,056**	
FHWA Administration Congestion Mitigation & Air Quality Grant Program (CMAQ)						
2	2023	Countywide Signal Synchronization	$ 15,000,000	$ 4,813,747	$ 10,186,253	June 2028
CMAQ Subtotal			**$ 15,000,000**	**$ 4,813,747**	**$ 10,186,253**	
Federal Highway Administration Grant Program - State Transportation Block Grant (STBG)						
3	2019	Interstate 5, Orange/San Diego County Line to Avenida Pico (PA/ED)	$ 6,407,000	$ 4,800,515	$ 1,606,485	June 2027
4	2019	State Route 55, Interstate 405 to Interstate 5 (ROW)	49,387,088	16,730,227	32,656,861	June 2030
5	2020	Interstate 5, Yale Avenue to State Route 55 (PS&E)	10,900,000	10,587,732	312,268	July 2026
6	2022	State Route 55, Interstate 405 to Interstate 5 (ROW Utility Relocation)	28,833,069	11,568,040	17,265,029	June 2030
7	2022	State Route 55, Interstate 405 to Interstate 5 (ROW)	60,859,718	3,561,599	57,298,119	June 2030
8	2022	State Route 55, Interstate 5 to State Route 91 (PS&E)	2,140,755	1,772,002	368,753	June 2027
9	2023	Interstate 5, Yale Avenue to State Route 55 (ROW)	14,646,368	10,447,448	4,198,920	July 2026
STBG Subtotal			**$ 173,173,998**	**$ 59,467,564**	**$ 113,706,434**	
Low Carbon Transit Operations Program (LCTOP) - California Department of Transportation (CALTRANS)						
10	2023	Garden Grove Hydrogen Fueling Station (CON)	$ 9,664,388	$ 0	$ 9,664,388	February 2027
11	2025	Youth Ride Free Program	10,144,185	814,676	9,329,509	July 2029
LCTOP Subtotal			**$ 19,808,573**	**$ 814,676**	**$ 18,993,897**	
Highway Infrastructure Program (HIP)						
12	2022	State Route 55, Interstate 5 to State Route 91 (PS&E)	$ 3,359,000	$ 2,792,677	$ 566,324	June 2027
13	2022	State Route 57, Orangewood Avenue to Katella Avenue (PS&E)	2,790,000	2,609,953	180,047	June 2029
HIP Subtotal			**$ 6,149,000**	**$ 5,402,629**	**$ 746,371**	
State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)						
14	2024	PPM Program	$ 515,000	$ 288,660	$ 226,340	December 2026
15	2025	PPM Program	1,056,000	0	1,056,000	December 2027
16	2026	PPM Program	1,030,000	0	1,030,000	December 2028
STIP PPM Subtotal			**$ 2,601,000**	**$ 288,660**	**$ 2,312,340**	

Third Quarter Grant Reimbursement Status Report

January through March 2026

State and Federal Highway Administration (FHWA) Formula Grant Agreements						
	FISCAL YEAR (FY)	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
Senate Bill 1: State of Good Repair (SB1 SGR)						
17	2021	Electrical Service for Hydrogen Fueling Station at Santa Ana Bus Base (CON)	$ 725,535	$ 647,923	$ 77,612	September 2026
18	2021	Transit Security Operation Center (CON)	2,011,278	380,182	1,631,096	April 2028
19	2022	Transit Security Operation Center (CON)	6,416,264	0	6,416,264	April 2028
20	2023	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	1,255,734	65,939	1,189,795	June 2027
21	2023	Transit Security Operation Center (CON)	5,435,423	0	5,435,423	April 2028
22	2024	Bus Hoist Replacement at Irvine Construction Circle Bus Base (CON)	400,000	0	400,000	June 2027
23	2024	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	1,286,232	0	1,286,232	June 2027
24	2024	Installation of battery-electric chargers at Santa Ana Base (CON)	1,780,000	476,980	1,303,020	December 2026
25	2024	Painting and Coating at Laguna Hills Transportation Center (CON)	535,000	332,343	202,657	September 2026
26	2024	San Clemente Track Protection Mile Post 204.6 (CON)	2,500,000	1,045,189	1,454,811	December 2028
27	2025	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	763,553	0	763,553	June 2027
28	2025	Security Gates (CON)	1,832,318	862,729	969,589	September 2026
29	2026	Heating-Ventilation Unit Replacements at Santa Ana Bus Base (CON)	1,747,481	0	1,747,481	June 2027
30	2026	Hydrogen Fueling Station at Garden Grove Base (CON)	4,504,368	0	4,504,368	December 2029
31	2026	Installation of battery-electric chargers at Santa Ana Base (CON)	1,290,147	0	1,290,147	December 2026
SB1 SGR Subtotal			**$ 32,483,333**	**$ 3,811,286**	**$ 28,672,047**	
Senate Bill 125 (SB125) - Transit and Intercity Rail Capital Program (TIRCP)						
32	2024	Metrolink Operating Subsidy	$ 8,790,526	$ 0	$ 8,790,526	June 2029
33	2024	Payment System and Farebox Replacement	26,500,000	7,679,112	18,820,888	March 2027
34	2024	Rail Track and Structures	50,000,000	0	50,000,000	June 2027
35	2024	San Juan Creek Rail Bridge Replacement (CON)	17,000,000	0	17,000,000	June 2029
36	2025	Harbor Boulevard Study	5,100,000	0	5,100,000	June 2030
37	2025	Metrolink Operating Subsidy	75,156,011	26,000,000	49,156,011	December 2026
38	2025	Pedestrian Audible Warning System (CON)	1,818,000	0	1,818,000	March 2027
SB125 - TIRCP Subtotal			**$ 184,364,537**	**$ 33,679,112**	**$ 150,685,425**	
SB125 - Zero Emission Transit Capital Program (ZETCP)						
39	2024	Battery Electric Bus Engineering	$ 2,000,000	$ 0	$ 2,000,000	June 2029
40	2024	Battery Electric Buses	780,000	0	780,000	June 2029
41	2024	Bus Charging Station at Construction Circle (CON)	1,000,000	0	1,000,000	June 2029
42	2024	OC Streetcar Operations	18,693,788	0	18,693,788	April 2027
SB125 - ZETCP Subtotal			**$ 22,473,788**	**$ 0**	**$ 22,473,788**	

Third Quarter Grant Reimbursement Status Report

January through March 2026

State and Federal Highway Administration (FHWA) Formula Grant Agreements						
	FISCAL YEAR (FY)	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Total State and FHWA Formula Grant Agreements			**$ 461,474,737**	**$ 108,378,127**	**$ 353,096,611**	

Project Phases:

CON - Construction, Construction Management, Construction Engineering or Force Account expenses.
PA/ED - Project Approval and Environmental Design.

PS&E - Agency Preliminary Engineering.

PSR - Development Support and Project Study Report.

ROW - Right-of-Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

ATTACHMENT C

Third Quarter Grant Reimbursement Status Report

January through March 2026

	FISCAL YEAR	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Discretionary Grants						
Equitable Community Revitalization Grant (ECRG)						
1	2025	OC Connect Garden Grove - Santa Ana Rails to Trails	$ 350,000	$ 818	$ 349,182	September 2026
ECRG Subtotal			**$ 350,000**	**$ 818**	**$ 349,182**	
Housing and Urban Development (HUD)						
2	2025	OC Connect Garden Grove - Santa Ana Rails to Trails (PS&E)	$ 750,000	$ 0	$ 750,000	October 2031
HUD Subtotal			**$ 750,000**	**$ 0**	**$ 750,000**	
Active Transportation Program (ATP)						
3	2021	Rails to Trails	$ 3,000,000	$ 2,984,539	$ 15,461	July 2026
4	2025	Next Safe Travels Education Program (STEP) 2.0	850,000	2,500	847,500	June 2027
5	2026	Move OC: Active Transportation Plan	416,000	0	416,000	May 2029
ATP Subtotal			**$ 4,266,000**	**$ 2,987,039**	**$ 1,278,961**	
Transit and Intercity Rail Capital Program (TIRCP)						
6	2021	Irvine Station (PA/ED)	$ 5,500,000	$ 1,013,448	$ 4,486,552	July 2026
TIRCP Subtotal			**$ 5,500,000**	**$ 1,013,448**	**$ 4,486,552**	
Transit Security Grant Program (TSGP) - State Office of Homeland Security						
7	2025	Visible Intermodal Prevention & Response and Counter Terrorism Team Operations	$ 116,600	$ 62,072	$ 54,528	August 2027
TSGP Subtotal			**$ 116,600**	**$ 62,072**	**$ 54,528**	
Senate Bill 1: Local Partnership Program (SB1 LPP)						
8	2023	Interstate 5, Segment 1, Interstate 405 to Yale Ave (ROW)	$ 3,979,000	$ 235,107	$ 3,743,893	July 2026
SB1 LPP Subtotal			**$ 3,979,000**	**$ 235,107**	**$ 3,743,893**	
Senate Bill 1: Solutions for Congested Corridors Program (SB1 SCCP)						
9	2019	Edinger Avenue Signal Synchronization (CON)	$ 4,957,000	$ 2,503,978	$ 2,453,022	September 2026
10	2020	MacArthur Boulevard Signal Synchronization (CON)	2,951,200	1,994,811	956,389	October 2026
11	2020	Warner Avenue Signal Synchronization (CON)	4,092,000	3,261,036	830,964	January 2027
12	2021	Bus Stop Improvements - Main Street (CON)	230,000	142,465	87,535	December 2026
SB1 SCCP Subtotal			**$ 12,230,200**	**$ 7,902,290**	**$ 4,327,910**	
Senate Bill 1: Planning Grants (SB1 PL)						
13	2025	Zero Emission Bus Transition Plan	$ 200,000	$ 0	$ 200,000	August 2027
14	2026	Move OC: Active Transportation Plan	600,000	0	600,000	June 2028
SB1 PL Subtotal			**$ 800,000**	**$ 0**	**$ 800,000**	
Regional Early Action Planning (REAP)						
15	2023	Bikeway Connectivity Study (PSR)	$ 499,622	$ 239,771	$ 259,851	December 2026

Third Quarter Grant Reimbursement Status Report

January through March 2026

Discretionary Grants						
	FISCAL YEAR	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**	**ANTICIPATED CLOSE-OUT**
16	2023	First Street Traffic Signal Prioritization and Bike Study	4,300,000	139,272	4,160,728	December 2026
17	2023	Fullerton Park and Ride Transit Oriented Development Site Design Concepts (PSR)	474,575	459,864	14,711	December 2026
18	2023	Harbor Boulevard Connected Bus Corridor (Stage II)	2,376,745	0	2,376,745	December 2026
19	2023	Marketing Outreach Support (PSR)	399,058	262,109	136,949	December 2026
20	2023	McFadden Avenue Traffic Signal Prioritization Implementation	3,690,000	174,069	3,515,931	December 2026
21	2023	Next Safe Travels Education Program (STEP) 2.0	1,250,000	606,415	643,585	December 2026
22	2023	Orange County Mobility Hubs Pilot Concept of Operations	300,000	33,300	266,700	December 2026
REAP Subtotal			**$ 13,290,000**	**$ 1,914,799**	**$ 11,375,201**	
Total Discretionary Grants			**$ 41,281,800**	**$ 14,115,573**	**$ 27,166,227**	

Project Phases:

CON - Construction, Construction Management, Construction Engineering or Force Account expenses.
PA/ED - Project Approval and Environmental Design.

PS&E - Agency Preliminary Engineering.

PSR - Development Support and Project Study Report.

ROW - Right-of-Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

ATTACHMENT D

Third Quarter Grant Reimbursement Status Report

January through March 2026

Closed Grant Agreements						
	FISCAL YEAR (FY)	**FUNDING SOURCE**	**PROJECT**	**GRANT AMOUNT**	**AMOUNT REIMBURSED**	**REMAINING BALANCE**
1	2023	FTA Section 5307 Flexed	FTA CA-2024-048	$ 5,721,000	$ 5,721,000	$ 0
2	2022	LCTOP	Youth Ride Free Program	11,882,781	11,882,781	0
3	2025	SB1 SGR	San Juan Creek Bridge Replacement Mile Post 197.9 (CON)	5,578,258	5,578,258	0
4	2022	SMART	Harbor Blvd Pilot Traffic Signal Prioritization	1,600,000	1,380,777	219,223
5	2020	STBG	Interstate 5 Segment 1, State Route 73 to Oso Pkwy (CON)	3,984,000	3,984,000	0
Total Closed Grants				**$ 28,766,039**	**$ 28,546,816**	**$ 219,223**

Funding Source Notes

Federal Transit Administration (FTA) Section 5307 - Federal Funds flexed from the Federal Highway Administration (FHWA)

Federal Highway Administration Grant Program - State Transportation Block Grant (STBG)

Low Carbon Transit Operations Program (LCTOP)

Senate Bill 1: State of Good Repair (SB1 SGR)

Strengthening Mobility and Revolutionizing Transportation (SMART): All expenses reimbursed; remaining funds reflect project savings.

Project Phases:

CON - Construction, Construction Management, Construction Engineering or Force Account expenses.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: State Legislative Status Report

Legislative and Communications Committee Meeting of June 18, 2026

Present: Directors Chaffee, Foley, Tavoularis, Tettemer, and Wagner
Absent: Directors Jung and J. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would reform and streamline the Low Carbon Transit Operations Program by expanding flexibility for eligible expenditures and reducing administrative requirements.

OCTA

June 18, 2026

To: Legislative 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 Committee on policy issues directly impacting its programs, projects, and operations. A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. This report also includes an update on the Cap-and-Invest Program, including amendments adopted by the California Air Resources Board, actions taken by the Legislature, and ongoing advocacy for continued investment in transportation programs traditionally covered by Cap-and-Invest revenues.

Recommendation

Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would reform and streamline the Low Carbon Transit Operations Program by expanding flexibility for eligible expenditures and reducing administrative requirements.

Discussion

SB 741 (Blakespear, D-Encinitas): Low Carbon Transit Operations Program

OCTA previously opposed SB 741 when the bill related to the California Coastal Commission permitting process along the Los Angeles – San Diego – San Luis Obispo Rail Corridor. However, the bill has since been gutted and amended to now focus exclusively on reforms to the Low Carbon Transit Operations Program (LCTOP). SB 741 would reform and streamline the LCTOP, a formula-based transit funding program supported by revenues from the cap-and-invest program via the Greenhouse Gas Reduction Fund (GGRF). OCTA receives LCTOP funding annually and utilizes those funds to support transit operations, capital investments, and fare subsidy programs, including the agency's Youth Ride Free Program.

Sponsored by the California Transit Association, SB 741 seeks to simplify administration of the program by reducing reporting requirements and streamlining the process through which transit agencies access and utilize LCTOP funds. Under current law, transit agencies must comply with extensive documentation and reporting requirements to demonstrate that individual expenditures satisfy program criteria and reduce greenhouse gas emissions. This bill would replace many of these requirements with a simplified process focused on identifying services and programs to be funded, while maintaining accountability for expenditure of program funds.

The bill would also simplify the annual allocation process by replacing existing detailed allocation requests and supporting documentation with a list of services or programs to be funded. Agencies would be permitted to submit multi-year service or program lists and would report expenditures after funds have been utilized rather than undergoing extensive upfront approval requirements. The bill also clarifies that submitted program lists do not limit a transit agency's flexibility to fund services and programs consistent with local needs and priorities.

These reforms are particularly important for OCTA because the agency currently utilizes LCTOP funding for transit operations, capital investments, and fare subsidy programs, including the Youth Ride Free Program. By simplifying the allocation process, allowing multi-year programming, and reducing documentation requirements, SB 741 would provide greater certainty and administrative efficiency for transit agencies while allowing them to focus resources on delivering transportation services and programs.

A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time." A thorough analysis and copy of the text of this legislation is included as Attachment A.

California Air Resources Board Cap-and-Invest Program Update

On May 29, 2026, the California Air Resources Board (CARB) approved amendments to the state's Cap-and-Invest regulation on a 10-3 vote despite significant opposition from transit agencies, affordable housing organizations, labor groups, environmental justice advocates, local governments, and other stakeholders. Many stakeholders expressed concern that the amendments would significantly reduce Greenhouse Gas Reduction Fund (GGRF) revenues and jeopardize funding for critical climate investments, including public transit programs. Concerns raised during the hearing focused primarily on the potential impacts of reduced revenues on programs that are to receive GGRF funding, including the Transit and Intercity Rail Capital Program (TIRCP), a discretionary

grant program administered by the California State Transportation Agency (CalSTA), and the Low Carbon Transit Operations Program (LCTOP).

As part of its final action, CARB amended its resolution to direct the Executive Officer to work with the Governor and Department of Finance to communicate the importance of stable funding for transportation, affordable housing, and community air protection programs and to encourage funding for these programs through the state budget. CARB also directed staff to return to the Board prior to the issuance of any Manufacturing Decarbonization Incentive (MDI) allowances, a program intended to support investments in low-carbon manufacturing technologies and industrial emissions reductions, to evaluate the program and report on potential impacts to GGRF revenues and the sectors that would benefit from the allowances before implementation.

The approved amendments are expected to reduce future Cap-and-Invest auction revenues available to the GGRF by increasing the number of allowances distributed outside of the auction process to support programs intended to offset energy and fuel costs for consumers. As a result, significant uncertainty now exists regarding future funding levels for programs supported by the GGRF, including the TIRCP and LCTOP. Under the expenditure plan adopted as part of the 2025 Cap-and-Invest reauthorization, Tier 1 funding is reserved for statutory commitments, including manufacturing tax credits, state operations, and other required expenditures. Then $2 billion is to be used for Tier 2 funding programs including discretionary allocations to the California High-Speed Rail Authority. TIRCP and LCTOP are categorized as Tier 3 programs alongside affordable housing, community air protection, sustainable communities and agricultural land conservation, healthy forests, and safe and affordable drinking water programs. These Tier 3 programs receive funding only after Tier 1 and Tier 2 commitments are fully funded, making them particularly vulnerable to revenue shortfalls.

Following CARB's approval of the amendments, several members of the Legislature submitted a budget letter (Attachment B) to the Governor and legislative leadership expressing concerns that the adopted amendments could significantly reduce funding available for transit programs supported by the GGRF. Signatories included several Orange County delegation members, including Senators Bob Archuleta (D-Norwalk), Catherine Blakespear (D-Encinitas), Tom Umberg (D-Santa Ana), and Assembly Member Blanca Pacheco (D-Downey). The letter calls on state leaders to preserve funding commitments established through the 2025 Cap-and-Invest reauthorization, including annual funding for TIRCP and LCTOP, and to fulfill the remaining transit funding commitments established through SB 125 (Chapter 54, Statutes of 2023). SB 125 created a $5.1 billion multi-year transit funding package to support transit operations, capital improvements, and zero-emission transit investments. The letter specifically requests appropriation of the remaining $690 million in Zero-Emission Transit Capital Program (ZETCP) funding that was supposed to be obligated for fiscal years 2026-27 and 2027-28.

In addition, on May 28, 2026, the Senate Budget Subcommittee No. 2 (Subcommittee) rejected the Governor's proposed GGRF expenditure plan and approved budget actions intended to preserve funding commitments. Specifically, the Subcommittee advanced "Deal is a Deal" budget bill language that would prohibit new GGRF appropriations unless the Department of Finance determines that annual revenues are sufficient to fully support existing statutory funding commitments or the Legislature appropriates additional funding to maintain those commitments. This would include funding for the TIRCP and the LCTOP. The Subcommittee's language would also direct the Department of Finance to provide updated revenue estimates reflecting CARB's final action and proposed additional restrictions on the creation of MDI allowance, a new category of Cap-and-Invest allowances authorized under the 2025 reauthorization intended to support emissions-reduction investments in manufacturing facilities. The Subcommittee proposed requiring additional findings related to greenhouse gas reductions, fuel prices, and impacts on GGRF revenues before such allowances could be distributed.

Similar action has not yet been taken by the Assembly. While the final outcome will be determined through ongoing fiscal year 2026-27 budget negotiations among the Senate, Assembly, and Administration, it is likely that this issue may not be resolved until later this session, after the June 15 budget deadline.

For OCTA, the stakes remain significant. The loss of this funding would be detrimental to multiple programs and projects administered by OCTA. LCTOP, a formula-based program that OCTA receives annually, funds various projects and programs at OCTA, including the Youth Ride Free Program, transit operations, and bus purchases. TIRCP, which is funded by both the GGRF and Transportation Improvement Fee (TIF), has been used to fund several OCTA priority projects and programs. TIRCP funding is currently used to support programs and projects related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Coastal Rail Infrastructure Resiliency Project. TIRCP has also funded portions of the OC Streetcar, purchase of hydrogen fuel-cell electric buses, Orange County Maintenance Facility, and improvements at the Irvine Station. CalSTA, in its grant awards, had assumed ongoing funding being available from GGRF to TIRCP, and committed to multi-year grant agreements. The removal of GGRF funding would mean TIRCP would be fully reliant of TIF revenues, which could complicate the cash flow available for existing grant commitments that have not been completely allocated. Because TIF revenues are already expected to support existing and future program commitments, the loss of GGRF funding could significantly reduce funding available for future TIRCP awards and limit opportunities for OCTA and other agencies to secure funding for major transit and rail capital projects. In addition, the remaining $690 million in ZETCP funding commitments established through SB 125 is expected to be supported by GGRF revenues. Reductions in those revenues could affect the state's ability to fulfill those commitments.

Staff will continue to monitor budget negotiations, implementation of the CARB amendments, and updated GGRF revenue projections and will provide updates as additional information becomes available.

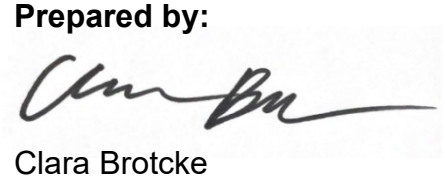
Summary

A support position is recommended on legislation that would reform and streamline the Low Carbon Transit Operations Program. Information is provided on California Air Resources Board amendments to the Cap-and-Invest Program, action taken by members of the Legislature related to such, and advocacy for continued investment in transportation.

Attachments

A. SB 741 (Blakespear, D-Encinitas) Bill Analysis with Bill Language
B. Letter to The Honorable Gavin Newsom, Governor, State of California, The Honorable Monique Limon, Senate President Pro Tempore, The Honorable Robert Rivas, Speaker, California State Assembly, from Members of the California State Legislature, re: Urgent Call to Protect Statewide Transit Funding, dated June 1, 2026
C. Orange County Transportation Authority Legislative Matrix

Prepared by:



Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:



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

BILL: SB 741 (Blakespear, D-Encinitas)
Amended June 8, 2026
Introduced February 21, 2025

SUBJECT: SB 741 would reform and streamline the Low Carbon Transit Operations Program by simplifying allocation and reporting requirements, reducing administrative burdens on transit agencies, and providing greater flexibility for multi-year programming and ongoing transit services.

STATUS: Amended and referred to Assembly Committee on Natural Resources

SUMMARY AS OF JUNE 9, 2026:

SB 741 would reform and streamline the Low Carbon Transit Operations Program (LCTOP), a formula-based transit funding program supported by revenues from the Greenhouse Gas Reduction Fund. LCTOP provides annual funding to transit agencies for projects and programs intended to reduce greenhouse gas emissions and improve mobility.

The bill was originally introduced as a measure related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor. However, following substantial amendments adopted on June 8, 2026, the bill now focuses exclusively on reforms to LCTOP. As amended, SB 741 would significantly revise the administration of the program and simplify the process through which transit agencies access and utilize program funding.

Under current law, transit agencies receiving LCTOP funding must demonstrate that each expenditure reduces greenhouse gas emissions and complies with extensive program guidelines developed by the California Department of Transportation and the California Air Resources Board. Transit agencies are also required to submit detailed allocation requests and supporting documentation before receiving funding. SB 741 would streamline these requirements by eliminating several existing approval and reporting requirements and replacing them with a simplified process under which transit agencies submit a list of services or programs proposed to be funded.

The bill would also simplify the annual allocation process by replacing existing detailed allocation requests and supporting documentation with a list of services or programs proposed to be funded. Agencies would be permitted to submit multi-year service or program lists and would report expenditures after funds have been utilized rather than undergoing extensive upfront approval requirements. The bill also clarifies that submitted program lists do not limit a transit agency's flexibility to fund services and programs consistent with local needs and priorities.

SB 741 is intended to reduce administrative burdens on transit agencies, provide greater certainty regarding funding allocations, and improve agencies' ability to administer ongoing transit programs and services. The bill seeks to modernize the program while

preserving local flexibility and simplifying the process through which transit agencies access and utilize LCTOP funding.

EFFECTS ON ORANGE COUNTY:

LCTOP is an important source of funding for the Orange County Transportation Authority (OCTA) and supports a variety of transit services, programs, and capital investments throughout Orange County. OCTA has utilized LCTOP funding for transit operations, bus purchases, the College Pass Program, and the Youth Ride Free Program, which provides free transit rides to youth throughout Orange County. Because LCTOP represents one of the few flexible state funding sources available for transit operations and fare subsidy programs, maintaining and improving the effectiveness of the program is important to OCTA's ability to provide affordable and reliable transit service.

SB 741 would simplify the process through which OCTA and other transit agencies receive and administer LCTOP funding by reducing documentation requirements, eliminating certain approval requirements, and allowing agencies to submit multi-year service and program lists. The bill would also shift the program toward a simplified reporting framework that emphasizes accountability for expenditures while reducing administrative burdens associated with annual allocation requests and expenditure approvals.

These reforms are particularly important for OCTA because the agency utilizes LCTOP funding for ongoing transit operations, fare subsidy programs, and other mobility initiatives that often continue across multiple years. By providing greater flexibility for multi-year programming and reducing administrative requirements, SB 741 would allow OCTA to focus resources on delivering transportation services and programs rather than complying with duplicative administrative processes.

This legislation is sponsored by the California Transit Association. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time." By reducing administrative requirements, simplifying the allocation process, and providing greater flexibility for multi-year programming and ongoing services, SB 741 would help transit agencies more efficiently utilize available funding while maintaining local flexibility to address transportation needs.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY JUNE 8, 2026

AMENDED IN SENATE APRIL 21, 2025

SENATE BILL No. 741

Introduced by Senator Blakespear

February 21, 2025

An act to amend Section ~~30600~~ *75230* of the Public Resources Code, relating to ~~coastal resources.~~ *transportation, and making an appropriation therefor.*

LEGISLATIVE COUNSEL'S DIGEST

SB 741, as amended, Blakespear. ~~Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.~~ *Low Carbon Transit Operations Program.*

Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements.

This bill would repeal the requirement for the department to adopt guidelines.

Existing law continuously appropriates a specified amount of money from the Greenhouse Gas Reduction Fund for the program and requires the Controller to allocate those moneys according to the requirements of the program. Existing law requires a recipient transit agency to

demonstrate that expenditures of program moneys allocated to the agency reduce the emission of greenhouse gases and do not supplant other sources of funds. Existing law requires moneys for the program to be expended to provide transit operating or capital assistance that directly enhances or expands transit services, increases transit mode share, or is related to the purchase of zero-emission buses, as specified. If a recipient transit agency's service area includes disadvantaged communities, as defined, existing law requires the agency to expend at least 50% of the total moneys received from the program to benefit the disadvantaged communities, as provided. Before seeking a disbursement of funds pursuant to the program, existing law requires a recipient transit agency to submit to the department a list of proposed expense types and documentation required by the guidelines that demonstrates compliance with the above-described expenditure requirements. For capital projects funded by the program, existing law requires a transit agency to specify the phases of work for which an allocation of program moneys is sought, identify sources and timing of all moneys required for those phases of work, and describe intended sources and timing of funding for subsequent phases of work, as provided. Existing law requires a recipient transit agency to provide an annual report to the department, as provided. Existing law requires the department and a recipient transit agency to comply with guidelines developed by the State Air Resources Board to ensure that the requirements of a certain investment plan are met to maximize the benefits to disadvantaged communities, as provided.

This bill would revise and recast the program to, among other things, require program funds to be expended only on maintenance or expansion of bus, rail, or ferry services, transit fare subsidies, and network and fare integration technology improvements, and would repeal the requirement related to expenditures in disadvantaged communities. By altering the permissible uses for which continuously appropriated funds may be used, the bill would make an appropriation. Before receiving program funds, the bill would require a recipient transit agency to submit to the department a list of services or programs to be funded by those funds, as specified. The bill would require the department to report to the Controller the recipient transit agencies that have submitted the list, and would, upon receipt of the report from the department, require the Controller to allocate program funds quarterly. The bill would require a recipient transit agency to report to the department on the expenditure of program funds, as specified.

~~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. Existing 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.~~

~~This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.~~

Vote: ~~majority~~ *⅔*. Appropriation: ~~no~~ *yes*. Fiscal committee: yes. State-mandated local program: no.

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

SECTION 1. Section 75230 of the Public Resources Code is amended to read:

75230. (a) The Low Carbon Transit Operations Program is hereby created to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility, with a priority on serving disadvantaged communities.

(b) Funding for the program is continuously appropriated pursuant to Section ~~39719~~ *39719.4* of the Health and Safety Code from the Greenhouse Gas Reduction Fund established pursuant to Section 16428.8 of the Government Code.

(c) (1) Except as provided in paragraph (2), funding shall be allocated by the Controller on a formula basis consistent with the requirements of this ~~part and with Section 39719 of the Health and Safety Code~~, *part*, upon a determination by the ~~Department of Transportation~~ *department* that the expenditures proposed by a recipient transit agency meet the requirements of this part and guidelines developed pursuant to this section, and that the amount of funding requested is currently available.

(2) For the portion of funding allocated pursuant to paragraph (1) under the formula set forth in Section 99314 of the Public

Utilities Code, the Controller shall allocate that funding for the 2019–20 to 2025–26, inclusive, fiscal years based on the individual operator ratios described in Section 99314.10 of the Public Utilities Code.

~~(d) A recipient transit agency shall demonstrate that each expenditure of program moneys allocated to the agency reduces the emissions of greenhouse gases.~~

~~(e) A recipient transit agency shall demonstrate that each expenditure of program moneys does not supplant another source of funds.~~

~~(f) Moneys for the program shall be expended to provide transit operating or capital assistance that meets any of the following:~~

~~(1) Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.~~

~~(2) Operational expenditures that increase transit mode share.~~

~~(3) Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.~~

~~(g) (1) For a recipient transit agency whose service area includes disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this part shall be expended on projects or services that meet the requirements of subdivisions (d), (e), and (f) and benefit the disadvantaged communities, as identified consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code.~~

~~(2) The requirement of paragraph (1) is waived if the recipient transit agency expends the funding provided pursuant to this section on any of the following:~~

~~(A) New or expanded transit service that connects with transit service serving disadvantaged communities, as identified pursuant to Section 39711 of, or in low-income communities, as defined in paragraph (2) of subdivision (d) of Section 39713 of, the Health and Safety Code.~~

~~(B) Transit fare subsidies and network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes.~~

~~(C) The purchase of zero-emission transit buses and supporting infrastructure.~~

~~(3) Expenditures made pursuant to paragraph (2) shall be deemed to have met all applicable requirements established pursuant to Section 39713 of the Health and Safety Code.~~

~~(4) This section does not require a recipient transit agency to provide individual rider data to the Department of Transportation or to the State Air Resources Board.~~

~~(h) The Department of Transportation, in coordination with the State Air Resources Board, shall develop guidelines that describe the methodologies that a recipient transit agency shall use to demonstrate that proposed expenditures will meet the criteria in subdivisions (d), (e), (f), and (g) and establish the reporting requirements for documenting ongoing compliance with those criteria.~~

~~(i) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines for the program pursuant to this section.~~

~~(j) A recipient transit agency shall submit the following information to the Department of Transportation before seeking a disbursement of funds pursuant to this part:~~

~~(1) A list of proposed expense types for anticipated funding levels.~~

~~(2) The documentation required by the guidelines developed pursuant to this section to demonstrate compliance with subdivisions (d), (e), (f), and (g).~~

~~(k) For capital projects, a recipient transit agency shall also do all of the following:~~

~~(1) Specify the phases of work for which the recipient transit agency is seeking an allocation of moneys from the program.~~

~~(2) Identify the sources and timing of all moneys required to undertake and complete any phase of a project for which the recipient transit agency is seeking an allocation of moneys from the program.~~

~~(3) Describe intended sources and timing of funding to complete any subsequent phases of the project, through construction or procurement.~~

~~(l) Except as specified in subdivision (m), a~~

(d) Program funds shall be expended only on the following services and programs:

(1) Maintenance or expansion of bus, rail, or ferry services, including, but not limited to, equipment acquisition, vehicles, fueling, maintenance, and other costs to operate bus, rail, and ferry services.

(2) Transit fare subsidies, including, but not limited to, discounted and free student transit passes.

(3) Network and fare integration technology improvements.

(e) (1) Before receiving an allocation of funds pursuant to subdivision (c) from the Controller in a fiscal year, a recipient transit agency shall submit to the department a list of services or programs proposed to be funded with the funds. The list of services or programs proposed to be funded by the program may be for a single year or for multiple years. The list of services or programs proposed to be funded with the funds shall include a description and location of each proposed service or program. The list of services or programs submitted to the department shall not limit the flexibility of a recipient transit agency to fund services or programs in accordance with local needs and priorities if the services or programs are consistent with subdivision (d).

(2) The department shall report to the Controller a recipient transit agency that has submitted a list of services or programs as described in this subdivision and that is therefore eligible to receive an allocation of funds for the applicable fiscal year. The Controller, upon receipt of the report, shall allocate funds consistent with subdivision (c).

(f) For each fiscal year, a recipient transit agency receiving an allocation of funds pursuant to subdivision (e) shall, upon expending those funds, submit documentation to the department that includes a description and location of each completed service or program, and the amount of funds expended on the service or program.

(g) A recipient transit agency that has used program moneys for any type of ~~operational assistance~~ *service or program* allowed by subdivision ~~(f)~~ *(d)* in a previous fiscal year may use program

moneys to continue the same service or program in ~~any~~ *a* subsequent fiscal ~~year if the agency can demonstrate that reductions in the emissions of greenhouse gases can be realized.~~ *year.*

~~(m) A recipient transit agency using program moneys for the continuation of a free or reduced fare transit program shall not be subject to subdivision (*l*) and may continue to use program moneys for that purpose without any restriction to length of time. The recipient transit agency shall submit an initial allocation request to the department and meet all requirements of this section, except subdivision (*l*). After the initial allocation for a recipient transit agency's free or reduced fare transit program is funded pursuant to this subdivision, the recipient transit agency shall not be required to submit an additional allocation request for the next three fiscal years, but instead shall provide documentation necessary to meet the requirements of subdivision (s) and for the free or reduced fare transit program to maintain compliance with this section as detailed in the initial allocation request submitted to the department. A recipient transit agency using funds for a free or reduced fare transit program funded pursuant to this subdivision shall submit the reports required by subdivision (s).~~

~~(n) Before authorizing the disbursement of funds, the Department of Transportation, in coordination with the State Air Resources Board, shall determine the eligibility, in whole or in part, of the proposed list of expense types, based on the documentation provided by a recipient transit agency to ensure ongoing compliance with the guidelines developed pursuant to this section.~~

~~(o) The Department of Transportation shall notify the Controller of approved expenditures for each recipient transit agency, and the amount of the allocation for each agency determined to be available at that time of approval.~~

~~(p)~~

(h) A recipient transit agency that does not submit ~~an expenditure for funding~~ *a list pursuant to paragraph (1) of subdivision (e)* in a particular fiscal year may retain its funding share, and may accumulate and use that funding share in a subsequent fiscal year for a larger ~~expenditure, including operating assistance~~. *expenditure.* The recipient transit agency shall first specify the number of fiscal years that it intends to retain its funding share and the ~~expenditure~~ *program or service* for which

the agency intends to use these moneys. A recipient transit agency may only retain its funding share for a maximum of four fiscal years.

~~(q)~~

(i) A recipient transit agency may, in any particular fiscal year, loan or transfer its funding share to another recipient transit agency within the same region for any identified eligible ~~expenditure~~ *program or service* under the program, ~~including operating assistance,~~ in accordance with procedures ~~incorporated by the Department of Transportation in the guidelines developed pursuant to this section, which procedures shall be consistent with the requirement in subdivision (g).~~ *developed and adopted by the department.*

~~(r)~~

(j) A recipient transit agency may apply to the ~~Department of Transportation~~ *department* to reassign any savings of surplus moneys allocated under this section to the agency for ~~an expenditure~~ *a program or service* that has been completed to another eligible ~~expenditure~~ *program or service* under the ~~program, including operating assistance.~~ *program.* A recipient transit agency may also apply to the ~~Department of Transportation~~ *department* to reassign to another eligible ~~expenditure~~ *program or service* any moneys from the program previously allocated to the agency for ~~an expenditure~~ *a program or service* that the agency has determined is no longer a priority for the use of those moneys.

~~(s) A recipient transit agency shall provide annual reports to the Department of Transportation, in the format and manner prescribed by the department, consistent with the internal administrative procedures for the use of the fund proceeds developed by the State Air Resources Board.~~

~~(t) The Department of Transportation and recipient transit agencies shall comply with the guidelines developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code to ensure that the requirements of Section 39713 of the Health and Safety Code are met to maximize the benefits to disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code.~~

~~(u)~~

(k) A recipient transit agency shall comply with all applicable legal requirements, including the requirements of the California

Environmental Quality Act (Division 13 (commencing with Section 21000)), and civil rights and environmental justice obligations under state and federal law. This section does not expand or extend the applicability of those laws to recipient transit agencies.

~~(v)~~

(l) The audit of public transportation operator finances already required under the Mills-Alquist-Deddeh Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code) pursuant to Section 99245 of the Public Utilities Code shall be expanded to include verification of receipt and appropriate expenditure of moneys from the program. Each recipient transit agency receiving moneys from the program in a fiscal year for which an audit is conducted shall transmit a copy of the audit to the ~~Department of Transportation,~~ *department*, and the department shall make the audits available to the Legislature and the Controller for review on request.

(m) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines or procedures for the program pursuant to this section.

(n) For purposes of this section, "department" means the Department of Transportation.

~~SECTION 1. Section 30600 of the Public Resources Code is amended to read:~~

~~30600. (a) Except as provided in subdivision (e), and in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, any person, as defined in Section 21066, wishing to perform or undertake any development in the coastal zone, other than a facility subject to Section 25500, shall obtain a coastal development permit.~~

~~(b) (1) Before certification of its local coastal program, a local government may, with respect to any development within its area of jurisdiction in the coastal zone and consistent with Sections 30604, 30620, and 30620.5, establish procedures for the filing, processing, review, modification, approval, or denial of a coastal development permit. Those procedures may be incorporated and made a part of the procedures relating to any other appropriate land use development permit issued by the local government.~~

~~(2) A coastal development permit from a local government shall not be required by this subdivision for any development on~~

~~tidelands, submerged lands, or on public trust lands, whether filled or unfilled, or for any development by a public agency for which a local government permit is not otherwise required.~~

~~(c) If before certification of its local coastal program, a local government does not exercise the option provided in subdivision (b), or a development is not subject to the requirements of subdivision (b), a coastal development permit shall be obtained from the commission or from a local government as provided in subdivision (d).~~

~~(d) After certification of its local coastal program or pursuant to Section 30600.5, a coastal development permit shall be obtained from the local government as provided for in Section 30519 or Section 30600.5.~~

~~(e) This section does not apply to any of the following projects, except that notification by the agency or public utility performing any of the following projects shall be made to the commission within 14 days from the date of the commencement of the project:~~

~~(1) Immediate emergency work necessary to protect life or property or immediate emergency repairs to public service facilities necessary to maintain service as a result of a disaster in a disaster-stricken area in which a state of emergency has been proclaimed by the Governor pursuant to Chapter 7 (commencing with Section 8550) of Division 1 of Title 2 of the Government Code.~~

~~(2) (A) Emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore either of the following:~~

~~(i) An existing highway, as defined in Section 360 of the Vehicle Code, except for a highway designated as an official state scenic highway pursuant to Section 262 of the Streets and Highways Code.~~

~~(ii) An existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor.~~

~~(B) This paragraph applies only within the existing right-of-way of the highway or railroad that is damaged as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage.~~

~~(C) This paragraph does not exempt from this section either of the following:~~

~~(i) A project undertaken, carried out, or approved by a public agency to expand or widen a highway or railroad facilities damaged by fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide.~~

~~(ii) A project that would include construction of any new or expanded revetment, seawall, bluff or cliff stabilization or retention structure, rock slope protection, and other construction that alters natural shoreline processes.~~

~~SEC. 2. The Legislature finds and declares that a special statute is necessary and that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique economic importance of the Los Angeles-San Diego-San Luis Obispo Rail Corridor associated with the statewide transport of passengers and freight, requiring the need to address routine repair and maintenance work in the coastal zone quickly to minimize disruption while maintaining rail service and constitutionally protected public access to the shoreline.~~

O

ATTACHMENT B

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

June 1, 2026

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

The Honorable Monique Limón
Senate President Pro Tempore
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker of the Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

Re: Urgent Call to Protect Statewide Transit Funding

Dear Governor Newsom, Pro Tempore Limón, and Speaker Rivas

We, the undersigned members of the California Legislature, write to urgently request that public transit funding be fully protected in the state budget. Specifically, we write to express our strong concerns that the California Air Resources Board's (CARB) proposed amendments to the Cap-and-Invest program will fully defund the $400 million annual Greenhouse Gas Reduction Fund (GGRF) portion of the Transit and Intercity Rail Capital Program (TIRCP) and the $200 million annual Low Carbon Transit Operations Program (LCTOP) through 2030.

Additionally, we are concerned that – once again after agreeing to a $5.1 billion state investment approved for public transit in the Budget Act of 2023, the May Revision does not appropriate the final $690 million of installments of this critical investment. We call on you to:

- **Preserve the $400 million in annual TIRCP and $200 million in annual LCTOP funding included in the reauthorized cap-and-invest expenditure plan, which CARB's proposed cap-and-invest amendments would fully defund through 2030 (total $600 million annually through 2030)**
- **Appropriate the $230 million in committed Zero-Emission Transit Capital Program funds in fiscal year 2026-27, and recommit to appropriate the remaining $460 million in ZETCP funding in FY 2027-28 (total $690 million)**

TIRCP and LCTOP
In 2025, the Legislature approved, and Governor signed, AB 1207 (Irwin) and SB 840 (Limón), which together, extended the Cap-and-Trade program through 2045; renamed it the Cap-and-Invest program; and re-established the Cap-and-Invest Expenditure Plan, maintaining continuous appropriations for TIRCP and LCTOP. A one-time appropriation of $125 million in GGRF revenues for transit passes is also included.

As we engaged in last year's Cap-and-Trade discussions, we emphasized the importance of funding certainty to TIRCP and LCTOP. As we supported these bills, we expressed concerns about the final agreement's placement of these programs in Tier 3 of the new GGRF Expenditure Plan as the placement creates unnecessary uncertainty. Under the new plan, Tier 3 programs receive funding only after all Tier 1 and Tier 2 programs' funding commitments are met. When GGRF revenues fall short due to a weak auction market, Tier 3 programs are subject to proportional funding reductions. We flagged then that, in a weak market, the TIRCP and LCTOP could receive far less than the $400 million and $200 million we committed to the programs. CARB's proposed cap-and-invest program amendments would reduce GGRF by so much that all Tier 3 programs – including TIRCP and LCTOP – would be fully defunded through 2030.

This is an unacceptable outcome that will raise costs for Californians. TIRCP and LCTOP are designed to expand access to affordable public transit while reducing greenhouse gas emissions. We cannot allow Californians – already burdened by high gas prices – to lose out on expanded public transit outcomes. TIRCP is also the only dedicated funding source for public transit capital expansion in the state. Effectively eliminating this funding would renege on the state's commitment to support public transit.

We urge you to protect all projected TIRCP and LCTOP appropriations through 2030 through this state budget – including identifying a solution to retain the $400 and $200 million annual TIRCP and LCTOP appropriations, respectively.

The Senate's recently released budget plan assumes the full protection of TIRCP, LCTOP, and SB 125 funding – as agreed-upon by the Governor and Legislature in 2025-2026 – which aligns with the requests in this letter.

SB 125 Funding
In 2023, the Legislature approved, and Governor signed, AB 102 (Ting) and SB 125 (Skinner), which together created a $5.1 billion multi-year transit funding package. This package – commonly referred to as the "SB 125 program" – redirected existing transit capital funds and added new General Fund dollars to the new formula-based TIRCP and the ZETCP. The goal of this funding package was to sustain and expand essential transit service, following the pandemic, while advancing major transit and rail projects to meet the state's long-term environmental goals. Its size and multi-year design reflected the state's intent to give transit agencies stable funding to recover ridership, allow supply chains to stabilize, and give regions time to plan and secure long-term funding solutions.

Access to this funding includes various accountability provisions, including the requirement to present a detailed allocation plan that must be approved by the California State Transportation Agency (CalSTA). Among other things, these allocation plans were required to address how funding received through this package and available through other regional/local resources would be used to address expected operational shortfalls, mitigate service cuts and fare increases, avoid layoffs, grow ridership, and improve the cleanliness and safety of their systems. To help demonstrate their commitment to secure long-term funding solutions, regional entities and transit agencies in the San Francisco Bay Area, Central Coast, and San Diego, have prepared to pursue self-help measures. In return, our regional entities and transit agencies asked only that the state follow through on its commitment to provide the planned appropriations to the SB 125 program through Budget Acts, beginning in 2023.

To date $4.41 billion of the $5.1 billion funding package has been appropriated through the Budget Acts of 2023, 2024, and 2025. The remaining $690 million in ZETCP funds is scheduled for appropriation in the Budget Acts of 2026 and 2027. However, the January Budget and May Revision omits the planned $230 million appropriations for Fiscal Year 2026-27 and does not acknowledge the planned $460 million appropriation for Fiscal Year 2027-28.

We recognize the state's ongoing fiscal challenges, but SB 125 appropriations have been essential to maintaining transit service and supporting ridership recovery. Future funding remains critical to the industry's continued stabilization and long-term funding efforts. Failing to provide the remaining SB 125 – ZETCP funds would lead to service cuts and layoffs, jeopardize fragile ridership gains and federal funding for capital projects, and undermine regional efforts to advance sustainable, long-term funding solutions.

Again, we urge the Budget Act of 2026 to appropriate the planned $230 million in GGRF for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate $460 million in GGRF to the program in FY 2027-28.

Thank you for your consideration of this urgent request.

Jesse Arreguin
Senator, 7th District

Scott Wiener
Senator, 11th District

Mark González
Assemblymember, 54th District

Buffy Wicks
Assemblymember, 14th District

Bob Archuleta
Senator, 30th District

Josh Lowenthal
Assemblymember, 69th District

José Luis Solache, Jr.
Assemblymember, 62nd District

Robert Garcia
Assemblymember, 50th District

Catherine Blakespear
Senator, 38th District

Jerry McNerney
Senator, 5th District

Sade Elhawary
Assemblymember, 57th District

Blanca Pacheco
Assemblymember,

Ash Kalra
Assemblymember, 25th District

Lola Smallwood-Cuevas
Senator, 28th District

Sasha Renée Pérez
Senator, 25th District

Tom Umberg
Senator, 34th District

Catherine Stefani
Assemblymember, 19th District

Rick Chavez Zbur
Assemblymember, 51st District

Rhodesia Ransom
Assemblymember, 13th District

Marc Berman
Assemblymember, 23rd District

Matt Haney
Assemblymember, 17th District

Liz Ortega
Assemblymember, 20th District

Rebecca Bauer-Kahan
Assemblymember, 16th District

Nick Schultz
Assemblymember, 44th District

Laura Richardson
Senator, 35th District

ATTACHMENT C

Orange County Transportation Authority Legislative Matrix

2026 State Legislation Session
June 18, 2026

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.	Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	**INTRODUCED:** 01/28/2025 **LOCATION:** Senate Committees on Transportation and Judiciary **LAST AMEND:** 07/17/2025 **STATUS:** 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 1569 (Davies – R)** Pupil safety: electric bicycle: safety and training program.	Would require the Department of Education in consultation with the California Highway Patrol to develop a standardized electric bicycle safety and training program for students in grades 7 through 12.	**INTRODUCED:** 01/12/2026 **LOCATION:** *Senate Committee on Education* **LAST AMEND:** 04/13/2026 **HEARING:** *06/10/2026* **STATUS:** *05/27/2026* *In SENATE. Referred to Committees on Education and Transportation.*	Support (partial list) Support: City of Irvine, City of San Clemente, Streets for All, League of California Cities, Auto Club of Southern California
AB 1855 (Gonzalez – R) California Environmental Quality Act: exemption: passenger rail service.	Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.	**INTRODUCED:** 02/11/2026 **LOCATION:** Assembly Committee on Natural Resources **STATUS:** 02/23/2026 In ASSEMBLY. Referred to Assembly Committee on Natural Resources	Support Support: Riverside County Transportation Commission (sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 1944 (Lee – D)** Zero-emission transit buses: axle weight.	Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.	**INTRODUCED:** *02/13/2026* **LOCATION:** *Senate Committee on Transportation* **HEARING:** *06/09/2026* **STATUS:** *05/06/2026* *In SENATE. Referred to Committee on Transportation.*	Support Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System *Oppose: League of California Cities*
►**AB 2051 (Wicks–D)** Public resources: Coastal Resilience Permitting Working Group.	Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Senate Committee on Rules* **LAST AMEND:** 03/25/2026 **STATUS:** *06/01/2026* *In SENATE. Referred to Committee on Rules for assignment.*	Support Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 2059 (Wilson – D)** California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.	Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at five percent of estimated total project cost and deem costs above that threshold economically infeasible.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Senate Committee on Environmental Quality* **LAST AMEND:** 04/22/2026 **STATUS:** *05/27/2026* *In SENATE. Referred to Committee on Environmental Quality.*	Support If Amended Support: Transportation California Oppose: 350 Bay Area Action, Active San Gabriel Valley, Center for Biological Diversity, ClimatePlan, Coalition for Clean Air, Leadership Counsel for Justice & Accountability, MoveLA, Planning and Conservation League, San Diego 350.Org, Sierra Club, Streets for All, Transform
►**AB 2513 (Petrie-Norris – D)** Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.	Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.	**INTRODUCED:** 02/20/2026 **LOCATION:** *Senate Committee on Rules* **LAST AMEND:** 04/16/2026 **STATUS:** *05/27/2026* *In SENATE. Referred to Committee on Rules for assignment.*	Support Support: County of Orange Area Safety Task Force, County of Orange

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 2560 (Schultz – D)** Climate Action Plan for Transportation Infrastructure: goals.	Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.	**INTRODUCED:** 02/20/2026 **LOCATION:** *Senate Committee on Rules* **STATUS:** *05/27/2026* *In SENATE. Referred to Committee on Rules for assignment.*	Oppose (partial list) Oppose: Self-Help Counties Coalition, American Council of Engineering Companies, California Association of Councils of Governments, Riverside County Transportation Commission, Self Help Counties Coalition, Transportation California, California Alliance for Jobs Support: Streets for All, Greenlining Institute, Move LA, Coalition for Clean Air

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 677 **(Wiener – D)** Housing development: transit-oriented development.	Would revise the definition of high-frequency commuter rail to include commuter and intercity rail stations based on average weekday train frequency, potentially expanding the number of transit-oriented development stops subject to state-mandated housing standards under SB 79.	**INTRODUCED:** 02/21/25 **LOCATION:** Assembly **LAST AMEND:** 01/08/2026 **STATUS:** 01/26/26 In ASSEMBLY. Read first time. Held at desk.	Oppose Unless Amended (partial list) Support: Abundant Housing Los Angeles (co-source), Bay Area Council (co-source), California Yimby (co-source), Inner City Law Center (co-source), Spur (co-source), Streets for All (co-source), Housing Action Coalition Oppose: California Association of Counties, League of California Cities, City of Glendale, City of Encinitas, Equitable Land Use Alliance, Los Angeles County Metropolitan Transportation Authority, San Diego Association of Governments

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 741 (Blakespear – D)** *Low Carbon Transit Operations Program*	*Would reform and streamline the Low Carbon Transit Operations Program by revising eligible uses of program funds, including the maintenance and expansion of transit services, transit fare subsidies, and network and fare integration technology improvements, while reducing administrative requirements on transit agencies.*	**INTRODUCED:** 02/21/25 **LOCATION:** Assembly Committee on Natural Resources **LAST AMEND:** *06/08/2026* **STATUS:** *06/08/2026* *In ASSEMBLY. Amended and referred to Committee on Natural Resources.*	*STAFF RECOMMENDS SUPPORT* *Support: California Transit Association (sponsor)*
SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.	**INTRODUCED:** 02/21/25 **LOCATION:** Senate Appropriations Committee **STATUS:** 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	Support (partial list) Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 935** **(Choi – R)** Local agency design-build projects: authorization.	Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.	**INTRODUCED:** 01/29/2026 **LOCATION:** Assembly Committee on Local Government **HEARING:** *06/03/2026* **STATUS:** 05/04/2026 In ASSEMBLY. Referred to Committee on Local Government.	Support Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California, Orange County Fire Authority, Association of California Cities Orange County

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 1087 (Cabaldon – D)** Transportation planning: sustainable communities strategies: transportation funding programs.	Would make changes to existing Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated, and would extend GHG reduction targets to 2045 and make changes to certain transportation funding programs to support implementation of the strategies.	**INTRODUCED:** 02/13/2026 **LOCATION:** *Assembly Desk* **LAST AMEND:** 04/09/2026 **STATUS:** *05/27/2026* *In ASSEMBLY. Read first time. Held at Desk.*	Support If Amended Support (partial list): Association of Bay Area Governments (co-sponsor), Sacramento Area Council of Governments (co-sponsor), San Diego Association of Governments (co-sponsor), Southern California Association of Governments (co-sponsor), Riverside County Transportation Commission, California Association of Councils of Governments Oppose: Equitable Land Use Alliance, Families and Homes San Jose, California Building Industry Association, Coalition for Clean Air

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 1167 (Blakespear – D)** Vehicles: electric bicycles.	Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Assembly Desk* **LAST AMEND:** *05/14/2026* **STATUS:** *05/04/2026* *In ASSEMBLY. Read first time. Held at Desk.*	Support (partial list) Support: CalBike (co-sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co-sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney's Office, *County of Orange*

BILLS BEING MONITORED

AB 35 (Alvarez, D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

Introduced: 12/02/2024

Last Amended: 01/14/2026

Status: 05/06/2026 - Referred to Com. on N.R. & W.

Calendar: 06/09/26 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100 BECKER, JOSH, Chair

Location: 05/06/2026 - Senate Natural Resources and Water

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of $10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency's internet website. (Based on 01/14/2026 text)

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

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 01/17/2025

Last Amended: 06/02/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 07/17/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. 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 an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub 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 listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified.

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

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

Introduced: 02/06/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

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 596 (Ortega, D) Elections: ballot disclosures.

Introduced: 02/13/2025

Last Amended: 09/09/2025

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 06/04/26 #5 A-MOTION TO RECONSIDER

Location: 05/15/2026 - Assembly RECONSIDERATION

Summary: Under current law, the ballot label for a statewide measure contains a condensed version of the ballot title and summary prepared by the Attorney General, including a fiscal impact summary prepared by the Legislative Analyst, followed by a listing of the names of the measure's supporters and opponents. Current law requires the Secretary of State to create an internet website or to use other available technology to consolidate information about each state ballot measure, including a list of the top 10 contributors supporting or opposing a measure, if compiled by the Fair Political Practices Commission. This bill would require the 3 largest contributors of $100,000 or more to all committees that paid for the circulation of a statewide initiative or statewide referendum measure to also be printed on the ballot immediately following the names of the measure's supporters and opponents. The Secretary of State would be required to make a copy of the top contributors available for public examination prior to printing that information on ballots, and voters would be authorized to seek a writ of mandate requiring the identified contributors to be amended or deleted. The bill would specify words and phrases that may be left out of a top contributor's name in order to shorten the name when printed on the ballot.

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

Introduced: 02/18/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Location: 08/25/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

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.

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

Introduced: 02/19/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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 954 (Bennett, D) Interregional transportation strategic plan: bicycle highways.

Introduced: 02/20/2025

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

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

Introduced: 02/20/2025

Last Amended: 09/05/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

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 impact assessments of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including a high-level summary of the results of those impact assessments.

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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/18/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was B., P. & E.D. on 6/2/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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 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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

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 employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles.

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

Introduced: 02/21/2025

Last Amended: 06/01/2026

Status: 06/01/2026 - In committee: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on P., D.T., & C.P.

Calendar: 06/15/26 S-PRIVACY, DIGITAL TECHNOLOGIES, AND CONSUMER PROTECTION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CABALDON, CHRISTOPHER, Chair

Location: 05/06/2026 - Senate Privacy, Digital Technologies, and Consumer Protection

Summary: 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, beginning January 1, 2028, 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.

AB 1383 (McKinnor, D) Public employees’ retirement benefits.

Introduced: 02/21/2025

Last Amended: 05/13/2026

Status: 05/13/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

Location: 05/06/2026 - Senate Labor, Public Employment and Retirement

Summary: The Public Employees’ Retirement Law (PERL) establishes the Public Employees’ Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees’ Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees’ Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers’ Retirement Law, establishes the State Teachers’ Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers’ Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits.

AB 1421 (Wilson, D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2026 - Senate Rules

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 1564 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/12/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing 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 existing law further prohibit denying to employee organizations the rights guaranteed to them by existing 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 1569 (Davies, R) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - Referred to Coms. on ED. and TRANS.

Calendar: 06/10/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/27/2026 - Senate Education

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified.

AB 1578 (Jackson, D) State and local officials: sexual harassment training and education: anti-hate speech training.

Introduced: 01/12/2026

Last Amended: 05/22/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training, as described.

AB 1599 (Ahrens, D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 01/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

AB 1608 (Wilson, D) Office of the Inspector General, High-Speed Rail.

Introduced: 01/20/2026

Last Amended: 03/10/2026

Status: 05/27/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 05/13/2026 - Senate Transportation

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified.

AB 1729 (Lee, D) State employment: telework programs.

Introduced: 02/05/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law requires every state agency to develop and implement a telecommuting plan as part of its telecommuting program in work areas where telecommuting is identified as being both practical and beneficial to the organization. Existing law requires the Department of General Services to establish a unit for purposes of overseeing telecommuting programs that is required to, among other things, develop and update policy, procedures, and guidelines to assist agencies in the planning and implementation of telecommuting programs. Existing law requires the department to establish criteria for evaluating the state's telecommuting program. Existing law defines "telecommuting" for purposes of those provisions. This bill would revise and recast those provisions. The bill would replace the term "telecommuting" with "telework," as defined. The bill would also require the Department of General Services to establish a telework dashboard that displays the cost-effectiveness and efficiency benefits of state telework programs.

AB 1736 (Pellerin, D) Political Reform Act of 1974: lobbyist employers: fictitious appearances.

Introduced: 02/05/2026

Status: 05/06/2026 - Referred to Com. on E. & C.A.

Calendar: 06/09/26 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - State Capitol, Room 113 WIENER, SCOTT, Chair

Location: 05/06/2026 - Senate Elections and Constitutional Amendments

Summary: The Political Reform Act of 1974 prohibits a lobbyist or lobbying firm from attempting to create a fictitious appearance of public favor or disfavor of any proposed legislative or administrative action or to cause any communication to be sent to any elected state officer, legislative official, agency official, or state candidate in the name of any fictitious person or in the name of any real person, except with the consent of the real person. The act defines "lobbyist employer" as any person, other than a lobbying firm, who employs one or more lobbyists or contracts for the services of a lobbying firm, as specified. This bill would extend the above prohibition to lobbyist employers.

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.

Introduced: 02/10/2026

Last Amended: 03/12/2026

Status: 05/20/2026 - Referred to Com. on L. GOV.

Location: 05/20/2026 - Senate Local Government

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of $1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed $3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of $500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040.

AB 1802 (Stefani, D) Land use: mitigation lands.

Introduced: 02/10/2026

Status: 05/22/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/22/2026 - Senate Rules

Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Current law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Current law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Current law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely.

AB 1803 (Lowenthal, D) Employment: sexual harassment training and education: anti-hate speech training.

Introduced: 02/10/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on L., P.E. & R. and JUD.

Calendar: 06/10/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/13/2026 - Senate Labor, Public Employment and Retirement

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1837 (González, Mark, D) Video imaging of parking violations.

Introduced: 02/11/2026

Last Amended: 04/23/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce.

AB 1838 (Berman, D) Public contracts: local agencies: responsive bidders.

Introduced: 02/11/2026

Last Amended: 04/06/2026

Status: 05/06/2026 - Referred to Coms. on L. GOV. and L., P.E. & R.

Calendar: 06/10/26 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 112 DURAZO, MARÍA ELENA, Chair

Location: 05/06/2026 - Senate Local Government

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing 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 generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology to make inferences about a worker for firing, deactivation, or disciplinary purposes. The bill would, with certain exceptions, also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status.

AB 1919 (Pellerin, D) Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.

Introduced: 02/12/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Current law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions.

AB 1942 (Bauer-Kahan), which pertained to electric bicycle registration and special license plates, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 1944 (Lee, D) Zero-emission transit buses: axle weight.

Introduced: 02/13/2026

Status: 05/06/2026 - Referred to Com. on TRANS.

Calendar: 06/09/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/06/2026 - Senate Transportation

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Current law requires each state agency, each year, to make a review of all proprietary state lands over which it has jurisdiction to determine what land is in excess of its foreseeable needs and report thereon to the Department of General Services, including, among other things, land that is not currently being utilized, or is currently being underutilized, by the state agency for any ongoing state program. This bill would specifically require the Department of Transportation to submit the report described above. The bill would require the report to include the market value of the properties reviewed by the agency. The bill would require the report to include land that is not currently being utilized, is currently being underutilized, or is not being used by a state agency, regardless of whether the agency is currently prepared to dispose of the land by sale or otherwise.

AB 1961 (Ahrens, D) Civil actions: protective orders: workplace violence.

Introduced: 02/13/2026

Last Amended: 04/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law authorizes an employer or collective bargaining representative of an employee who has suffered harassment, unlawful violence, or a credible threat of violence from any individual, to seek a workplace violence restraining order on behalf of the employee and, at the discretion of the court, any number of other employees at the workplace or at other workplaces of the employer. Existing law authorizes one or more representative parties to bring suit for the benefit of a class of parties if the question is one of a common or general interest, of many persons, or when the parties are numerous, and it is impracticable to bring them all before the court. This bill would authorize an employer to seek a workplace violence restraining order on behalf of all employees at the employer's workplace or a location at which a group of employees perform their primary job duties if harassment, unlawful violence or a credible threat of violence is directed at that workplace or location.

AB 1976 (Wicks, D) Streets and highways: pedestrian and bicycle facilities.

Introduced: 02/13/2026

Last Amended: 05/21/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Would prohibit a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project if that project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan, as specified. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes at least one specified finding at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic-calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic-calming measure, as specified. To the extent that the bill increases the duties of local officials, the bill would impose a state-mandated local program.

AB 2002 (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided.

AB 2015 (Wicks, D) Department of Transportation: third-party navigation applications: study and report.

Introduced: 02/17/2026

Last Amended: 04/14/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032.

AB 2024 (Nguyen, D) Outdoor advertising displays: permits: landscaped freeways: relocation agreements.

Introduced: 02/17/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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 prohibits the Department of Transportation from denying or delaying the acceptance 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 section of highway is open to the use of the public for vehicular travel within 1,000 feet of the location specified in the permit application. This bill would also prohibit the department from denying or delaying the review, processing, or determination of a permit application described above.

AB 2033 (Papan, D) Local Agency Public Construction Act: job order contracting: cities.

Introduced: 02/17/2026

Last Amended: 05/22/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law, the Local Agency Public Construction Act, sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize a city to use job order contracting as a procurement method. The bill would impose a $3,000,000 cap on awards under a single job order contract and a $750,000 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 additional procedures and requirements for the use of job order contracting under this authorization.

AB 2051 (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature.

AB 2059 (Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 05/27/2026 - Referred to Com. on E.Q.

Location: 05/27/2026 - Senate Environmental Quality

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

AB 2066 (Rodriguez, Celeste, D) Triggering event: pregnancy.

Introduced: 02/18/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Existing law provides for the regulation of disability insurers by the Department of Insurance. Existing law requires a health care service plan or disability insurer to allow an individual to enroll in or change their health benefit plan as a result of a specified triggering event. This bill would make pregnancy a triggering event for purposes of enrollment or changing a health benefit plan. Because a willful violation of this provision by a health care service plan would be a crime, the bill would impose a state-mandated local program.

AB 2069 (Krell), which pertained to sales and use tax law for fairgrounds, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Introduced: 02/18/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation.

AB 2168 (Wicks, D) Active Transportation Program: guidelines.

Introduced: 02/18/2026

Last Amended: 05/18/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

AB 2184 (Wilson), which pertained to funding under the Cap-and-Invest Program, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2263 (Kalra, D) Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.

Introduced: 02/19/2026

Last Amended: 05/04/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

Summary: Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified.

AB 2272 (Caloza, D) State contracting: subcontractors: prompt payment.

Introduced: 02/19/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - Referred to Com. on G.O.

Location: 05/27/2026 - Senate Governmental Organization

Summary: The California Prompt Payment Act requires a state agency that acquires property or services pursuant to a contract with a business to make payment to the person or business on the date required by the contract and as specified, or be subject to a late payment penalty. Existing law requires state agencies to encourage claimants to promptly pay their subcontractors and suppliers, especially those that are small businesses. This bill would authorize a subcontractor or supplier performing work under a state contract to request payment status information from the awarding state agency regarding invoices submitted by the prime contractor, and would require a prime contractor to provide confirmation to the awarding agency, upon the agency's request, regarding payments made to subcontractors.

AB 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program: Western Riverside Council of Governments.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

Summary: Would, until January 1, 2032, authorize the Western Riverside Council of Governments, in required coordination with the Department of Transportation, to establish and administer a traffic signal synchronization pilot program for its member local agencies to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the Western Riverside Council of Governments, in coordination with the department, to evaluate the effectiveness of the pilot program, including assessing its impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions and to submit, on or before January 1, 2028, a specified report to the Legislature relating to the pilot program. This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments.

AB 2346 (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale.

AB 2360 (Arambula, D) State agencies: governmental linguistics.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires each department, commission, office, or other administrative agency of state government to write each document, as defined, that it produces in plain, straightforward language, avoiding technical terms as much as possible, and using a coherent and easily readable style. This bill would instead require each state agency, as described above, to write each document it produces after January 1, 2027, either digitally or in print, in plain language, as specified, and would define "plain language" for purposes of that provision. The bill would authorize a state agency, as described above, to use standards created by the Office of Data and Innovation that identify how a state agency incorporates plain language principles and practices.

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

Summary: Existing 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 when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol.

AB 2409 (Valencia, D) Digital assets: meme coins.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Existing law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer and specified public employees, as those terms are defined, from issuing a meme coin. The bill would define "public officer" for purposes of these provisions to include a state or local elected or appointed officer, including a Member of the Legislature, or an elected or appointed member of a governmental board, commission, committee, or other body, including a governmental body that has only advisory powers. The bill would define "public employee" for these purposes to mean an employee of a state or a local government entity who has decision-making authority over bids and contracts for that entity.

AB 2411 (McKinnor, D) California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission.

AB 2412 (Ta, R) State agencies or departments: public communications.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on G.O. and P., D.T., & C.P.

Calendar: 06/09/26 S-GOVERNMENTAL ORGANIZATION 9 a.m. - 1021 O Street, Room 1200 RUBIO, SUSAN, Chair

Location: 05/13/2026 - Senate Governmental Organization

Summary: Existing law requires a state agency or department that utilizes generative artificial intelligence (GenAI) to directly communicate with a person regarding government services and benefits to ensure that those communications include a disclaimer that indicates to the person that the communication was generated by GenAI, as specified, and information describing how a person may contact a human employee of the state agency or department. This bill would instead require that disclaimer when a state agency or department communicates with the public, as specified.

AB 2413 (Ransom, D) Large-format public advertisements: public expense.

Introduced: 02/20/2026

Last Amended: 04/08/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size.

AB 2484 (Alvarez, D) San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative.

AB 2505 (Carrillo, D) Electrical corporations: hydrogen refueling stations.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided.

AB 2512 (Valencia, D) Surplus Land Act: exemption: Angel Stadium.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 05/27/2026 - Referred to Com. on L. GOV.

Location: 05/27/2026 - Senate Local Government

Summary: Existing law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law establishes procedures for the disposal of surplus land, as provided. These procedures do not apply to the disposal of exempt surplus land. Existing law establishes various categories of exempt surplus land, as provided. This bill would require, if an exemption is granted to the City of Anaheim for the disposition of surplus land involving the sale or lease of Angel Stadium to the Los Angeles Angels, that any materials refer to that team as the Anaheim Angels. The bill would express the intent of the Legislature not to apply this requirement if the City of Anaheim is able to come to an agreement with the Major League Baseball team known as the Los Angeles Angels about their affiliation.

AB 2513 (Petrie-Norris, D) Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided. Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire-adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives. Existing law authorizes the department, department to, until July 1, 2025, to authorize advance payments of grants awarded pursuant to the program. This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies.

AB 2543 (Ransom, D) Emergency preparedness: direct-current fast-charging station sites.

Introduced: 02/20/2026 (Spot bill)

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law establishes various duties and responsibilities of the State Energy Resources Conservation and Development Commission (Energy Commission) relating to energy usage in the state, including to carry out research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance, as provided. Existing law, the California Emergency Services Act, generally prescribes duties with regard to various types of emergencies and disasters, including requiring the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency in this state. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before July 1, 2027, the Office of Emergency Services, in consultation with the Energy Commission and the Office of Energy Infrastructure Safety, to (1) identify and evaluate emergency types during which operators of direct-current fast-charging station sites should be required to maintain operations, (2) identify direct-current fast-charging station sites that are important to maintain during each emergency type based on specified factors, and (3) develop recommendations on how long energy should be maintained during each emergency type and on requirements for station operators to ensure operability of identified station sites during each emergency type, as provided.

AB 2552 (Avila Farias), which pertained to the Transit-Oriented Development Implementation Fund, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Location: 05/13/2026 - Senate Housing

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.

AB 2595 (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 05/20/2026 - Referred to Com. on TRANS.

Location: 05/20/2026 - 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 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 existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that 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. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified.

AB 2656 (Petrie-Norris, D) Public employees: notice: artificial intelligence performing service within scope of work.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, implement, or utilize GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.

AB 2717 (Caloza, D) Outdoor advertising displays: arenas: exemptions.

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the arena has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided. This bill would instead require, for purposes of the exemption, the arena to have been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would also limit the exemption to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified.

AB 2788 (Committee on Transportation) Transportation: omnibus bill.

Introduced: 03/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law makes it a crime for a person to pilot a vessel through the Golden Gate and into or out of a harbor in the Bays of San Francisco, San Pablo, and Suisun, unless the person has a license as a pilot, as provided. Existing law defines “Bays of San Francisco, San Pablo, and Suisun” as all the waters of the Bay of San Francisco, Bay of San Pablo, and Bay of Suisun, and of the tributaries, ports, and harbors of those bays, including the water areas from the south end of San Francisco Bay and from the Ports of Sacramento and Stockton to the Golden Gate Bridge. Existing law requires a pilot that provides pilotage service in the Bays of San Francisco, San Pablo, and Suisun to be insured, as provided, and requires a vessel, owner, operator, or demise or bareboat charterer hiring the pilot to either defend, indemnify, and hold harmless the pilot or provide trip insurance, as provided. This bill would clarify that the Bays of San Francisco, San Pablo, and Suisun includes the Ports of Sacramento and Stockton.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/26/2026

Status: 05/26/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on ED.

Calendar: 06/03/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/20/2026 - Senate Education

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. The measure would require that it appear on the ballot at the November 7, 2028, statewide general election.

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.

ACA 16 (Ellis, R) Budget bill: balanced budget: Members of the Legislature: salaries.

Introduced: 01/07/2026

Status: 01/08/2026 - From printer. May be heard in committee February 7.

Location: 01/07/2026 - Assembly PRINT

Summary: The Constitution requires the Legislature to include that revenue estimate in the budget bill. The Constitution also requires the Legislature to pass a budget bill by midnight on June 15 of each year. If that deadline is not met, the Members of the Legislature forfeit any salary or reimbursement for travel or living expenses from midnight on June 15 until the day that the budget bill is presented to the Governor. This measure would authorize the Controller, no later than 30 days after the date of the budget bill’s passage, to determine that the budget bill violates the balanced budget provision. If the Controller makes that determination, the Members of the Legislature and the Governor would forfeit their salary and reimbursement for travel or living expenses from the day immediately following the date on which the Controller makes the determination until the date on which a budget bill is enacted.

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: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

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 239 (Arreguín, D) Crimes: criminal threats.

Introduced: 01/30/2025

Last Amended: 05/28/2026

Status: 06/01/2026 - Re-referred to Com. on PUB. S. pursuant to Assembly Rule 96.

Location: 06/01/2026 - Assembly Public Safety

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a county or city elections official, or a local agency official, as specified.

SB 431 (Arreguín, D) Assault and battery: utility workers.

Introduced: 02/18/2025

Last Amended: 07/03/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/16/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would make an assault or battery committed against a utility worker, as defined, who is engaged in the performance of their duties 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.

SB 445 (Wiener, D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 02/18/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.

SB 508 (Valladares, R) California Environmental Quality Act: transportation impact mitigation.

Introduced: 02/19/2025

Last Amended: 09/09/2025

Status: 09/09/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on B. & P.

Location: 09/09/2025 - Assembly Business and Professions

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. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law authorizes the deposit of those contributions into the fund beginning on or before July 1, 2026, as determined by the Department of Housing and Community Development, and makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would require a contribution to the fund to be deemed full and complete mitigation for that portion of the project’s significant transportation impact mitigated by the contribution to the fund and a legally sufficient mitigation measure under CEQA. The bill would authorize the deposit of those contributions into the fund beginning on the date of the issuance of the initial guidance by the office.

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

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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

Introduced: 02/20/2025

Last Amended: 06/27/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)

Location: 09/10/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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 667 (Archuleta, D) Railroads: safety: wayside detectors.

Introduced: 02/20/2025

Last Amended: 01/22/2026

Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.

Calendar: 06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Location: 05/04/2026 - Assembly Utilities and Energy

Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track.

SB 677 (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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

Introduced: 02/21/2025

Last Amended: 07/02/2025

Status: 09/04/2025 - Ordered to inactive file on request of Assembly Member Aguiar-Curry.

Location: 09/04/2025 - Assembly INACTIVE FILE

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Current law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank. This bill 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.

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

Introduced: 02/21/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Existing 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. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing 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. 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 developed with urban uses.

SB 897 (Choi, R) Vehicles: abandoned vehicles.

Introduced: 01/16/2026

Status: 05/04/2026 - Referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a $1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill, notwithstanding these provisions, would authorize the City of Laguna Woods to use the amount of abandoned vehicle abatement funds received from the fee imposed by the service authority that formerly operated in the County of Orange, and the interest accrued thereon, for purposes of enforcing provisions of this code on public highways.

SB 922 (Laird, D) Vehicles: local agency charges: use of streets or highways.

Introduced: 01/28/2026

Last Amended: 03/11/2026

Status: 05/26/2026 - Referred to Com. on L. GOV.

Location: 05/26/2026 - Assembly Local Government

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above.

SB 935 (Choi, R) Local agency design-build projects: authorization.

Introduced: 01/29/2026

Status: 05/04/2026 - Referred to Com. on L. GOV.

Calendar: 06/03/26 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 05/04/2026 - Assembly Local Government

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.

SB 947 (McNerney, D) Employment: automated decision systems.

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E., P. & C.P., and JUD.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing 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. Existing 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 prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker's own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill.

SB 951 (Reyes, D) Employment: technological displacement: notice.

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E. and P. & C.P.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing 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 (commissioner), within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. This bill would establish the California Worker Technological Displacement Act, which would require an employer, as defined, to provide at least a 60-day advanced written notice, as described, before any technological displacement affecting 25 or more workers during any 30-day period. The bill would require an employer to provide that notice to affected workers, the EDD, and specified local entities. The bill would also require an employer to provide a written technology hiring disruption notice to the EDD when it executes a technological cessation in hiring caused in whole by the adoption of artificial intelligence (AI) or other automating technology.

SB 994 (Cabaldon, D) Local agencies: nondisclosure agreements.

Introduced: 02/05/2026

Last Amended: 04/23/2026

Status: 05/26/2026 - Referred to Coms. on JUD. and L. GOV.

Calendar: 06/09/26 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 05/26/2026 - Assembly Judiciary

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.

SB 1013 (Cervantes, D) Automated license plate recognition systems.

Introduced: 02/10/2026 (Spot bill)

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 05/26/2026 - Assembly Transportation

Summary: Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency.

SB 1035 (Strickland), which pertained to suspension of the motor vehicle fuel tax, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1046 (Blakespear, D) Occupational safety: transboundary pollution.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: The California Occupational Safety and Health Act of 1973 exists for the purpose of assuring safe and healthful working conditions for all California workers by authorizing the enforcement of effective standards, assisting and encouraging employers to maintain safe and healthful working conditions, and providing for research, information, education, training, and enforcement in the field of occupational safety and health. Existing law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations for the adoption of occupational safety and health standards and establishes the Division of Occupational Safety and Health in that department for the enforcement of those occupational safety and health standards, as prescribed. This bill would require the division, on or before January 1, 2030, to propose to the board for its review and adoption, a standard that protects the health and safety of employees who risk high or prolonged exposure to transboundary pollution, as defined, in outdoor occupational environments, as specified. The bill would require the board to consider identifying an exposure threshold for hydrogen sulfide at which acute or chronic health effects occur to reference in the standards and may consider exposure thresholds for other relevant pollutants.

SB 1054 (Cabaldon, D) Unemployment insurance: reporting requirements.

Introduced: 02/12/2026

Last Amended: 03/26/2026

Status: 05/26/2026 - Referred to Coms. on INS. and L. & E.

Location: 05/26/2026 - Assembly Insurance

Summary: Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law requires an employer, as defined, to make contributions for unemployment insurance premiums and to file specified reports with the Director of Employment Development, including, among other reports, a report of contributions, a quarterly return, and a report of wages paid, as specified. This bill would require the Employment Development Department to work with employers to enhance the reporting of employment and earning data, as specified, and, where feasible, to align and streamline definitions and requirements for the quarterly report of wages, deploy user-friendly application programming interfaces, and implement other means to simplify reporting processes. The bill would require, beginning July 1, 2027, every employer with 10 or more employees and every individual or organization that, as an agent, reports wages on a total of 10 or more employees, as specified, to include in the report of wages, information on total monthly wage, industry, occupation, worker type, and hours worked for each employee, as provided. This bill would require the department, on or before July 1, 2027, to adopt and develop appropriate procedures for the sharing of hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, and to enable access to relevant wage data, as specified. The bill would require the department to work with the California Statewide Automated Welfare System (CalSAWS) to develop and implement the necessary system changes to implement the data sharing process to verify hours worked for those public benefits.

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

SB 1123 (Wiener, D) Administrative Procedure Act: major regulations.

Introduced: 02/17/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 26. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

Summary: The Administrative Procedure Act requires a state agency proposing to adopt, amend, or repeal an administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and avoid the imposition of unnecessary or unreasonable regulations or reporting, recordkeeping, or compliance requirements. The act requires a state agency proposing to adopt, amend, or repeal a major regulation to satisfy additional requirements, including by requiring the state agency to prepare a standardized regulatory impact analysis in the manner prescribed by the Department of Finance, as specified, and requires the analysis to address certain items, including the creation or elimination of jobs within the state and the competitive advantages or disadvantages for businesses currently doing business within the state. This bill would require an agency, in estimating the economic impact of adopting, amending, or repealing a regulation, to identify and calculate any offsetting benefits, impacts, or savings that might result directly or indirectly from that adoption, amendment, or repeal and factor those benefits, impacts, or savings into its economic impact estimate.

SB 1149 (Durazo, D) Employees: bereavement leave.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.

SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/18/2026 - Referred to Coms. on P. & C.P. and JUD.

Location: 05/18/2026 - Assembly Privacy and Consumer Protection

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions.

SB 1167 (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

Summary: Existing 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. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code.

SB 1172 (Hurtado, D) Bradley-Burns Uniform Local Sales and Use Tax Law: tax sharing agreements.

Introduced: 02/18/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Coms. on L. GOV. and REV. & TAX.

Location: 06/01/2026 - Assembly Local Government

Summary: Existing law prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose when the agreement results in a reduction in the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency. Existing law also requires a local agency entering into an agreement that results in a reduction of the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency to take certain actions with respect to that agreement, including posting the proposed agreement on its internet website for at least 30 days prior to ratification or approval of that agreement by its governing body. This bill would prohibit a person from paying compensation to a consultant with respect to a specific tax sharing agreement, as defined, that exceeds the lower of 5% of the total tax revenues shared pursuant to the tax sharing agreement and $250,000. The bill would define a tax sharing agreement for this purpose to mean any agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose.

SB 1174 (Valladares, R) Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.

Introduced: 02/18/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and JUD.

Location: 06/01/2026 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor with an employee stock ownership plan (ESOP) that bids on a state-funded construction contract, as specified. The bill would make it unlawful for a person or contractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person or contractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.

SB 1175 (Rubio, D) Lobbyist registration and termination.

Introduced: 02/18/2026

Last Amended: 03/24/2026

Status: 05/18/2026 - Referred to Com. on ELECTIONS.

Location: 05/18/2026 - Assembly Elections

Summary: The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

SB 1177 (Cortese, D) High-Speed Rail Authority: project update report.

Introduced: 02/18/2026

Status: 05/26/2026 - Referred to Com. on TRANS.

Location: 05/26/2026 - Assembly Transportation

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.

SB 1187 (Durazo, D) Open meetings: majority.

Introduced: 02/19/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law, 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. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

SB 1205 (Valladares, R) Public contracts: retention: architecture or engineering services.

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 06/01/2026 - Referred to Com. on G.O.

Calendar: 06/10/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

Location: 06/01/2026 - Assembly Governmental Organization

Summary: Existing law imposes various requirements regarding the formation, content, and enforcement of public works contracts. Existing law generally requires that retention proceeds withheld from payment by a public entity be released within 60 days after the date of completion of the work of improvement, except as specified in case of a dispute. Existing law limits the allowable amount of retention proceeds withheld in a contract between a public entity and the original contractor, a contract between the original contractor and a subcontractor, and a contract between subcontractors, as specified. Existing law defines "public entity" differently for these various purposes. This bill would prohibit any retention payments from exceeding 5% of the payment for contracts under design-bid-build, and amendments thereto, entered into on or after January 1, 2027, directly between a public entity and an individual or legal entity permitted by law to practice the profession of architecture or engineering.

SB 1213 (Reyes, D) Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and NAT. RES.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission. The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data as specified.

SB 1228 (Rubio, D) Advertising displays: exemptions: redevelopment agency projects.

Introduced: 02/19/2026

Last Amended: 03/25/2026

Status: 05/26/2026 - Referred to Com. on G.O.

Location: 05/26/2026 - Assembly Governmental Organization

Summary: The Outdoor Advertising Act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, a city, county, or city and county's land use or zoning ordinance, and a local governmental entity's relocation agreement, as those are described above.

SB 1241 (Smallwood-Cuevas), which pertained to job site notices, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1250 (Cortese, D) State highway system: wildlife connectivity.

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and W., P., & W.

Location: 05/26/2026 - Assembly Transportation

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings on the state highway system.

SB 1256 (Jones, R) Subdivision Map Act: action or proceeding.

Introduced: 02/19/2026

Last Amended: 04/30/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

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 requires that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained, if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims or issues to claims or issues raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA. The bill would provide that its provisions do not prohibit the filing of timely objections to an agency's return to a writ seeking to enforce its specific mandates or timely filing of a separate action relating to the same project, as specified.

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2026 - Assembly DESK

Summary: The Safe Neighborhoods and Schools Act, enacted by Proposition 47, as approved by the voters at the November 4, 2014, statewide general election, requires the theft of property that does not exceed $950 to be punished as a misdemeanor, except as specified. Proposition 47 authorizes amendment of its provisions by a 2/3 vote of the Members of each house of the Legislature so long as the amendments are consistent with and further the intent of the act. Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than $950. This bill would amend Proposition 47 to require, for the purposes of this provision, value to be calculated as the full cost to the victim to repair and replace the stolen materials, including labor and equipment, rather than the fair market scrap value.

SB 1275 (McNerney), which pertained to sales and use tax exemptions for used motor vehicles, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1287 (Hurtado), which pertained to credits for railroad expenditures, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1292 (Richardson, D) Enhanced curb management system.

Introduced: 02/20/2026

Last Amended: 04/22/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution.

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website.

SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.

Introduced: 02/20/2026

Last Amended: 03/23/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.

Introduced: 02/20/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

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. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register. (Based on 02/20/2026 text)

SB 1337 (Richardson, D) Interagency Working Group on Transportation Fuels Transition Strategy.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 06/01/2026 - Referred to Com. on U. & E.

Calendar: ***06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair***

Location: 06/01/2026 - Assembly Utilities and Energy

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided.

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 06/01/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Calendar: 06/10/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 447 HANEY, MATT, Chair

Location: 06/01/2026 - Assembly Housing and Community Development

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.

SB 1375 (Cortese, D) California Environmental Quality Act: exemption: urban intermodal rail station project.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

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. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program.

SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law requires the Department of Transportation, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require, on or before April 1 of each year, the department, to the extent feasible, to notify an affected local official of the department's proposed schedule for opening a mountain pass, as defined. The bill would require the department to develop a public outreach plan to inform the public about the closing and opening of a mountain pass, as specified.

SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.

Introduced: 02/20/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

SB 1408 (Arreguín, D) Contra Costa Transportation Authority: transactions and use tax.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

SB 1411 (Stern), which pertained to the High-Speed Rail Authority, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1423 (Stern, D) Active Transportation Program: report.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032.

SB 1424 (Archuleta, D) Sales and use taxes: zero-emission vehicle fueling.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Com. on REV. & TAX.

Location: 06/01/2026 - Assembly Revenue and Taxation

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 of, 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 a partial exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. Existing law prohibits an exemption under that provision unless the purchaser furnishes the retailer with an exemption certificate, completed in accordance with any instructions or regulations as the department may prescribe, and the retailer retains the exemption certificate in its records and furnishes it to the department upon request. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used exclusively in the processing, altering, or other preparation required for converting or conditioning hydrogen or electricity for the fueling of a zero-emission vehicle, as specified. The bill would also exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased by a contractor for use in the performance of a construction contract for a qualified person who will use that property as an integral part of an activity listed above, as specified. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1425 (Cortese, D) High-Speed Rail Authority: property: right-of-way.

Introduced: 02/20/2026

Last Amended: 05/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 05/18/2026 - From committee: Be adopted. Ordered to third reading. (Ayes 6. Noes 0.) (May 18).

Calendar: 06/04/26 #18 A-THIRD READING FILE - SENATE BILLS

Location: 05/18/2026 - Assembly THIRD READING

Summary: Would recognize May 2026 as California Rail Month. (Based on 03/12/2026 text)

SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.

Introduced: 01/08/2026

Last Amended: 05/14/2026

Status: 05/14/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

SCR 124 (Wiener, D) Transportation access: persons with epilepsy.

Introduced: 02/12/2026

Last Amended: 03/02/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

Summary: Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Federal Legislative Status Report

Legislative and Communications Committee Meeting of June 18, 2026

Present: Directors Chaffee, Foley, Tavoularis, Tettemer, and Wagner
Absent: Directors Jung and J. Nguyen

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal surface transportation reauthorization efforts, including the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act and the House Transportation and Infrastructure Committee's proposal to reauthorize federal surface transportation programs following the expiration of the Infrastructure Investment and Jobs Act. The report also provides an overview of the fiscal year 2027 Transportation, Housing and Urban Development and ongoing efforts to address the distribution of Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding within the Southern California Association of Governments' region.

Recommendation

Receive and file as an information item.

Discussion

Building Unrivaled Infrastructure and Long-term Development for America's 250th Act

On May 21, 2026, the House Transportation and Infrastructure Committee approved the Building Unrivaled Infrastructure and Long-Term Development for America's 250th Act (BUILD America 250 Act) by a bipartisan vote of 62-2. The legislation would reauthorize federal surface transportation programs for five years beginning in federal fiscal year (FY) 2027 upon the expiration of the Infrastructure Investment and Jobs Act (IIJA), on September 30, 2026.

The BUILD America 250 Act authorizes approximately $581 billion in transportation funding over five years, including $474.4 billion in Highway Trust Fund contract authority. While the bill increases Highway Trust Fund funding levels compared to the IIJA baseline, it does not continue the advance appropriations structure established under the IIJA. As a result, several transit, rail, and discretionary grant programs would no longer receive guaranteed funding and instead would be subject to future annual appropriations.

The legislation places an emphasis on formula funding and project delivery reforms, while restructuring or consolidating several discretionary grant programs. Notable provisions include creation of a new Surface Transportation Accelerator Grant Program, consolidation of several passenger rail grant programs into a new National Intercity Passenger Rail Partnership Program, reauthorization of the Corridor Identification and Development Program, expansion of project delivery and permitting flexibilities, and establishment of a new International Games Grant Program to support transportation improvements associated with major international sporting events, including the 2028 Olympic and Paralympic Games and Fédération Internationale de Football Association World Cup events.

The bill also includes several provisions of interest to the Orange County Transportation Authority (OCTA) and other metropolitan planning organizations (MPO), including an optional process allowing MPOs to become direct recipients of certain federal highway funding programs, modifications to transit oversight and security requirements, and expanded eligibility for resilience projects. The legislation additionally proposes annual registration fees on electric and plug-in hybrid vehicles intended to generate additional Highway Trust Fund revenue.

Consistent with the OCTA Board of Directors-adopted federal reauthorization principles supporting formula funding and local decision-making authority, OCTA staff and regional transportation partners continue to pursue legislative solutions related to the distribution of Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding within the Southern California Association of Governments' (SCAG) region. For more than three decades, STBG and CMAQ funds were distributed to county transportation commissions based on population, allowing local agencies to select and deliver transportation projects responsive to local needs. In 2021, a Federal Highway Administration corrective action required changes to this longstanding process and effectively centralized project selection authority at the regional level. OCTA and regional partners continue to seek language to restore previous formula distribution to county transportation agencies while preserving SCAG's responsibility for approval of the regional transportation improvement program.

As part of these efforts, Representative Julia Brownley (D-CA) offered amendments during House Transportation and Infrastructure (T&I) Committee consideration of the BUILD America 250 Act to address the STBG/CMAQ

funding allocation issue. One amendment would have restored the prior funding allocation structure utilized within the SCAG region, while a second amendment would have prohibited implementation of the federal regulatory provision that served as the basis for the Federal Highway Administration's 2021 corrective action. Although neither amendment was included in the House T&I Committee-approved legislation, outreach continues with congressional offices regarding potential amendments and other legislative opportunities as the reauthorization process advances. Stakeholders are also pursuing a parallel strategy through the FY 2027 Transportation, Housing and Urban Development (THUD) appropriations process.

The House Transportation and Infrastructure bill represents the first major step in the federal surface transportation reauthorization process. The Senate has not yet released reauthorization legislation and is expected to develop its own proposal. Significant revisions remain possible as Congress continues consideration of surface transportation reauthorization legislation.

House FY 2027 Transportation, Housing, and Urban Development Appropriations' Proposal

On May 21, 2026, the House Appropriations Subcommittee on THUD and related agencies approved its FY 2027 appropriations bill by a vote of 9-7. The full House Appropriations Committee subsequently approved the legislation on June 3, 2026, by a vote of 34-27. The bill represents the House's initial transportation funding proposal for FY 2027 and establishes priorities that will continue to evolve as the congressional appropriations process advances.

The bill provides approximately $111.6 billion in total transportation funding, including $28.3 billion in discretionary funding for the U.S. Department of Transportation and $83.3 billion in obligation limitations for Highway Trust Fund-supported programs. The discretionary funding level is approximately $1.2 billion above the FY 2026 enacted level and relies on approximately $7.9 billion in unobligated IIJA balances to support FY 2027 spending. The proposal generally does not continue transportation funding at the enhanced levels provided through the IIJA.

For public transportation programs, the bill provides approximately $16.5 billion for the Federal Transit Administration, approximately $201 million below the FY 2026 enacted level. This funding includes $14.6 billion in transit programs funded through the Highway Trust Fund Mass Transit Account, $737 million for Capital Investment Grants, and $973 million for the Transit Infrastructure Grants (TIG) Program. The TIG Program includes $875 million for public transportation assistance associated with the 2028 Olympic and Paralympic Games, funded from repurposed IIJA advance appropriations previously associated with the Federal-State Partnership for Intercity Passenger Rail Program. This funding is to be distributed through direct grants or cooperative agreements to eligible entities serving 2028 Olympic and Paralympic Games venues. The TIG Program

also includes $10 million for bus driver safety and security initiatives and $87 million in Community Project Funding for transit infrastructure projects.

For rail programs, the bill provides approximately $3 billion for the Federal Railroad Administration, more than $1 billion above the FY 2026 enacted level. This funding includes $523 million for the Consolidated Rail Infrastructure and Safety Improvements Program, $100 million for the Railroad Crossing Elimination Program, and approximately $2.1 billion for Amtrak, including funding for both the northeast corridor and national network.

Staff will continue to monitor the appropriations process and provide updates as additional congressional action occurs.

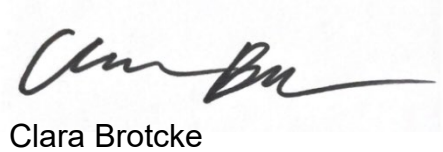
Summary

Information is provided on House committee action related to the BUILD America 250 Act surface transportation reauthorization proposal and the fiscal year 2027 Transportation, Housing and Urban Development appropriations bill, including potential impacts on federal transportation funding programs and ongoing regional efforts related to Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement funding allocation requirements.

Attachment

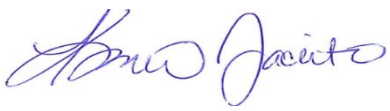
A. Potomac Partners DC, Monthly Legislative Report – May 2026

Prepared by:



Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:



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

OCTA

POTOMAC PARTNERS DC

Monthly Legislative Report – **May 2026**

Advocacy Meetings

Office of Representative Mike Levin (D-CA) – We continued discussions with Congressman Levin's staff regarding both our Community Project Funding request for the Pacific Coast Highway (PCH) Bridge Replacement Project and broader Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor priorities. In addition, we discussed potential opportunities to advance coastal resiliency priorities through the upcoming Water Resources Development Act (WRDA), including provisions that could support long-term shoreline protection, emergency response authorities, and infrastructure resilience efforts benefiting the LOSSAN Rail Corridor. We also facilitated a meeting between Congressman Levin and the Mobility 21 delegation in Washington, D.C., to discuss key Southern California transportation priorities.

Office of Representative Julia Brownley (D-CA) – We continued discussions with Congresswoman Brownley's staff regarding the effort to restore local allocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds within the Southern California Association of Governments (SCAG) region through the BUILD America 250 surface transportation reauthorization bill. In addition to broader language restoring the previous funding allocation structure, the office advanced a targeted proposal aimed at prohibiting the Federal Highway Administration (FHWA) from implementing or enforcing the regulatory provision that served as the basis for the agency's 2021 corrective action. This approach would provide an additional pathway to restore local funding flexibility for county transportation commissions.

Office of Representative Young Kim (R-CA) – We followed up with Congressman Kim's staff regarding OCTA's Community Project funding request for improvements along State Route (SR-91) and discussed the status of the fiscal year (FY) 27 appropriations process. We also provided an update on the Southern California coalition's effort to restore local allocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds through the BUILD America 250 surface transportation reauthorization bill. Discussions focused on legislative options to restore local funding flexibility for county transportation commissions and ongoing efforts to advance both statutory and regulatory solutions as the reauthorization process moves forward.

Office of Representative Ken Calvert (R-CA) – We followed up with Congressman Calvert's staff regarding ongoing efforts to address the STBG and CMAQ suballocation issue affecting the Southern California Association of Governments (SCAG) region. Discussions focused on a potential parallel strategy through the FY27 Transportation, Housing and Urban Development (THUD) appropriations bill following Congresswoman Brownley's efforts to raise the issue during the House Transportation and Infrastructure Committee's BUILD America 250 markup.

Office of Representative David Min (D-CA) – We continued to follow up with Congressman Min's office regarding the progress of the FY27 THUD appropriations bill and the inclusion of the Irvine Metrolink Rehabilitation Project within the Community Project Funding process. We provided additional project details to assist the office in advocating for the request as the appropriations bill advances through committee consideration. We also updated the office on the Southern California coalition's ongoing effort to restore local allocation authority for STBG and CMAQ funds within the SCAG region through the BUILD America 250 surface transportation reauthorization bill.

Office of Representative Derek Tran (D-CA) – We facilitated a meeting between Congressman Tran's office and the Mobility 21 delegation to discuss key Southern California transportation priorities. We also updated the office on the Southern California coalition's ongoing effort to restore local allocation authority for STBG and CMAQ funds. Discussions focused on recent activity surrounding the BUILD America 250 surface transportation reauthorization bill and efforts to advance legislative solutions that would restore local funding flexibility for county transportation commissions.

Office of Representative Linda Sanchez (D-CA) – We continued to follow up with Congresswoman Sanchez's office regarding the Orange County Loop Segment A Community Project Funding request and efforts to position the project for inclusion in the FY27 appropriations process, and we provided additional project details and supporting information to assist the office in advocating for the request.

Office of Representative Lou Correa (D-CA) – We facilitated a meeting between Congressman Correa's office and the Mobility 21 delegation in Washington. We also updated the office on the ongoing effort to restore local allocation authority for STBG and CMAQ funds. Discussions focused on recent developments surrounding the BUILD America 250 surface transportation reauthorization bill and efforts to advance legislative solutions that would restore local funding flexibility for county transportation commissions and address the Federal Highway Administration's 2021 corrective action.

Office of Representative David Rouzer (R-NC) – We continued to follow up with Congressman Rouzer's staff regarding the timing and legislative path forward for the BUILD America 250 surface transportation reauthorization bill, including anticipated House floor consideration and potential opportunities for additional amendments as the process advances. We also discussed the Southern California coalition's effort to restore local allocation authority for STBG and CMAQ funds within the SCAG region. Discussions focused on both statutory and regulatory approaches to addressing the issue.

House Appropriations Majority Staff – We met with House Appropriations Committee staff to follow up on federal funding for transportation and mobility improvements associated with the 2028 Olympic and Paralympic Games, as well as the status of the FY27 THUD appropriations bill. Discussions focused on next steps as the bill advances through the appropriations process, including the potential for amendments ahead of full committee consideration.

Federal Highway Administration (FHWA) Policy Staff – We met with Federal Highway Administration (FHWA) staff to discuss the Administration's Freedom to Drive Initiative and potential opportunities for Orange County corridors to participate in future program activities. In addition, we helped facilitate a meeting between senior FHWA leadership and a regional Mobility 21 delegation to discuss broader Southern California transportation priorities

Federal Railroad Administration (FRA) Senior Policy Staff – We met with FRA senior policy advisor to continue discussion on issues surrounding the Los Angeles–San Diego–San Luis Obispo rail corridor (LOSSAN), and upcoming implementation considerations tied to major region events, to include LA28 transit readiness.

Surface Transportation Reauthorization Update

One of the most significant developments in Washington during May was the advancement of the BUILD America 250 Act (H.R. 8870), the House Transportation and Infrastructure Committee's bipartisan surface transportation reauthorization bill. Following an extensive 14-hour markup on May 21-22, the Committee approved the legislation with bipartisan support. The bill, led by Chairman Sam Graves (R-MO), Highways and Transit Subcommittee Chairman David Rouzer (R-NC), Railroads Subcommittee Chairman Daniel Webster (R-FL), and Committee Democrats to include primarily Ranking Member Rick Larsen (D-WA), would provide a predictable five-year federal investment in surface transportation infrastructure and serves as Congress' primary vehicle for reauthorizing federal highway, transit, rail, and safety programs.

Key provisions include record investment in bridge infrastructure, strengthened highway and transit formula programs, passenger rail improvements, enhanced rail safety provisions, project delivery streamlining reforms, expanded freight mobility initiatives, and the creation of the nation's first federal framework for autonomous commercial motor vehicles. The bill also includes a new revenue source for the Highway Trust Fund, a federal electric vehicle registration fee. This electric vehicle registration fee represents the first significant trust fund revenue enhancement in more than three decades.

Throughout the month, we continued working closely with numerous Southern California congressional offices and House Transportation and Infrastructure Committee staff regarding the region's priority request to restore local STBG and CMAQ suballocation authority to county transportation commissions within large metropolitan planning organizations, which was ultimately not included in the base bill. During the committee markup, Congresswoman Julia Brownley (D-CA) raised the issue directly through two amendments. Consistent with the strategy discussed with Committee leadership, both amendments were offered and subsequently withdrawn to allow additional negotiations with Committee staff and members prior to floor consideration. Importantly, the discussion established a formal record of the issue during committee proceedings and positioned the proposal for potential inclusion in a future amendment.

At present, House leadership has not yet scheduled floor consideration of the BUILD America 250 Act. Committee leadership continues to express a desire to bring the bill to the

House floor before the July 4 recess, although timing remains dependent upon several factors, including completion of the tax title being developed by the House Ways and Means Committee. The Ways and Means Committee is expected to consider its portion of the legislation during June. We anticipate June will be a particularly active month for the reauthorization effort as Committee leadership works to finalize outstanding issues, develop potential manager's amendments, and prepare the bill for floor action. We will continue engaging Southern California delegation offices, Committee leadership, and key staff to advance OCTA's priorities and seek opportunities to address the STBG/CMAQ suballocation issue as well as other opportunities as the legislative process moves forward.

While the House Transportation and Infrastructure Committee has moved aggressively to advance the BUILD America 250 Act, there has been relatively little public activity in the Senate regarding development of a comprehensive surface transportation reauthorization proposal. To date, neither the Senate Environment and Public Works (EPW) Committee, which has jurisdiction over highways, nor the Senate Commerce Committee, which oversees rail and safety programs, has released legislative text or advanced a detailed reauthorization framework. Likewise, the Senate Banking Committee, which has jurisdiction over public transportation programs, has shown limited activity on transit reauthorization and has yet to develop a meaningful transit title or funding proposal.

Senate committee staff continue to conduct stakeholder outreach and discussions regarding priorities for the next authorization bill, but there is little indication that a comprehensive Senate package is imminent. Much of the Senate's legislative bandwidth during the first half of 2026 has been consumed by reconciliation efforts, appropriations, nominations, and other major legislative priorities, including the National Defense Authorization Act (NDAA), WRDA, and immigration-related legislation.

For now, the House continues to drive the policy conversation on surface transportation reauthorization. The BUILD America 250 Act remains the most developed legislative proposal under consideration and will likely serve as the foundation for future negotiations. Many stakeholders expect the Senate committees to become more engaged once the House completes floor consideration of the bill and leadership begins evaluating how and when to assemble a Senate counterpart. However, absent a more active role from the Senate Committees, significant questions remain regarding the future direction of federal transit policy and whether public transportation priorities will receive the attention necessary to advance a comprehensive bipartisan reauthorization package.

FY27 Appropriations Update

The House Appropriations Committee spent much of May focused on advancing FY 2027 appropriations legislation before departing for the Memorial Day recess. The most significant development for transportation stakeholders was the release of the House Transportation, Housing and Urban Development (THUD) Appropriations Subcommittee draft bill, which was advanced in the Subcommittee on May 21. The legislation provides approximately $111.6 billion in total budgetary resources for the U.S. Department of Transportation and

reflects a continued emphasis on transportation safety, infrastructure investment, freight mobility, and modernization of the national transportation system.

The draft bill includes strong funding levels for core transportation programs, including $64.5 billion for the Federal Highway Administration, $16.5 billion for the Federal Transit Administration (FTA), and more than $3 billion for the Federal Railroad Administration. Notably, the bill provides $550 million for the BUILD Grant program, $523 million for the Consolidated Rail Infrastructure and Safety Improvements program, $973 million for Transit Infrastructure Grants, and $875 million dedicated to public transportation assistance associated with the 2028 Olympic and Paralympic Games. These investments align closely with Southern California's ongoing priorities related to regional mobility, freight movement, passenger rail improvements, and preparations for upcoming international events.

The House Appropriations Committee has now advanced the majority of its FY27 spending bills, positioning the House to begin floor consideration later this summer. Meanwhile, the Senate continues to hold appropriations hearings and is expected to begin markup activity in June. Congressional leaders continue to express a goal of completing appropriations work prior to the August recess, although historical precedent suggests that at least one continuing resolution may still be necessary before the September 30 FY deadline.

As mentioned earlier, the Senate is expected to begin a more active phase of the FY 2027 appropriations process during June, with Senate Appropriations Committee leadership planning a series of markups despite the absence of a bipartisan topline spending agreement. The Committee is scheduled to begin consideration of several appropriations bills, including Agriculture, Commerce-Justice-Science, Legislative Branch, Interior-Environment, and Military Construction-Veterans Affairs, signaling an effort by Senate leadership to maintain momentum on annual spending legislation even as broader budget negotiations remain unresolved.

A key issue for transportation stakeholders is the growing debate over how to address the expiration of advance appropriations provided by the Infrastructure Investment and Jobs Act (IIJA). Senate democrats have raised concerns that the loss of approximately $36.8 billion in advance transportation funding will create significant funding pressure on the FY27 THUD appropriations bill and are advocating for higher discretionary transportation spending levels to offset at least a portion of that reduction. This issue is expected to become a central point of negotiation as Congress begins work on the Senate THUD bill later this summer.

The appropriations process continues to face broader political challenges as disagreements persist regarding overall defense and non-defense spending levels. In addition, ongoing disputes surrounding reconciliation legislation and several controversial funding proposals have further complicated the Senate's legislative calendar. Nevertheless, Senate leadership appears committed to moving appropriations bills through committee in June, with the goal of positioning the Senate for negotiations with the House later this year.

Separately, Senate Republican leadership postponed plans in May to advance a reconciliation package that would provide multi-year funding for immigration enforcement

agencies. The delay stemmed from internal disagreements over several provisions and consumed valuable floor time that had been expected to be used for broader legislative priorities. The setback further complicates an already compressed congressional calendar that includes FY 2027 appropriations, the National Defense Authorization Act (NDAA), reauthorization of the Foreign Intelligence Surveillance Act, WRDA, and surface transportation reauthorization legislation.

Looking ahead, June is expected to be an exceptionally active month on Capitol Hill. In addition to appropriations markups, Senate leadership is expected to revisit reconciliation negotiations while House Transportation and Infrastructure Committee leaders continue work on the BUILD America 250 surface transportation reauthorization bill and potential amendments.

Medium Transit Intensive Cities Legislation Introduced

Representative Salud Carbajal (D-CA), a Member of the House T&I Committee and Representative Blake Moore (R-UT), a member of the House Ways and Means Committee, in May introduced the bipartisan Medium Transit Intensive Cities (MTIC) Authorization Act, legislation designed to provide additional federal transit funding opportunities for medium-sized urbanized areas. The proposal would establish a new category within the FTA's Section 5307 Urbanized Area Formula Program, modeled after the existing Small Transit Intensive Cities program.

Under current law, many medium-sized transit agencies must compete directly against much larger metropolitan systems for performance-based funding, often placing them at a structural disadvantage despite strong ridership and service performance. The MTIC proposal would dedicate 1.5 percent of Section 5307 funding to transit systems serving urbanized areas with populations between 200,000 and 999,999 that meet specified performance criteria, including ridership, service frequency, and service provided per capita.

While the proposal would not directly affect the region’s formula funding, it reflects growing congressional interest in refining federal transit formulas to better recognize system performance and local service characteristics. The legislation also highlights continued bipartisan engagement by members of the House Transportation and Infrastructure Committee and House Ways and Means Committee on transit funding issues as Congress continues work on the broader BUILD America 250 surface transportation reauthorization legislation. The bill remains in the early stages of the legislative process, but it will be worth monitoring as Congress considers potential transit policy reforms and formula funding adjustments during the upcoming surface transportation reauthorization debate.

House Energy & Commerce Committee Examines GPS Backup Technologies

The House Energy & Commerce Committee's Communications and Technology Subcommittee will hold a hearing on June 4 titled *"Where Are We? Examining Positioning, Navigation, and Timing Capabilities in the United States."* The hearing will focus on the nation's Positioning, Navigation, and Timing (PNT) infrastructure, including GPS resiliency,

backup technologies, and proposals to supplement GPS capabilities. The hearing is expected to serve as a key venue for congressional consideration of NextNav's proposal to repurpose portions of the lower 900 MHz spectrum band to support a terrestrial PNT network. The hearing is particularly relevant to tolling operators nationwide because the lower 900 MHz spectrum is currently used extensively for electronic toll collection systems, including FasTrak and other interoperable tolling technologies.

Federal Transit Administration Announces $166 Million for Passenger Rail Modernization

On May 27, the Federal Transit Administration (FTA) announced approximately $166 million in federal funding to support passenger rail modernization projects across the country. Applications are due July 6th. The investment is intended to improve reliability, safety, and customer experience by replacing aging rail equipment and upgrading critical rail infrastructure. According to FTA, nearly one-third of the nation's subway and passenger rail vehicles are more than 25 years old, contributing to service delays, increased maintenance costs, and declining system performance.

The funding will support the replacement and rehabilitation of railcars, signals, power systems, maintenance facilities, and other state-of-good-repair improvements designed to extend the useful life of passenger rail systems while enhancing operational efficiency. The announcement aligns with the Administration's broader emphasis on modernizing existing transportation assets and improving system reliability for passengers. For Southern California, the announcement underscores the continued federal focus on rail infrastructure investment and the importance of maintaining a strong pipeline of state-of-good-repair and fleet replacement projects. As agencies prepare for significant increases in ridership associated with the 2026 World Cup, 2028 Olympic and Paralympic Games, and continued regional growth, federal investments aimed at improving rail reliability and performance remain an important funding opportunity to support long-term mobility objectives.

Building Unrivaled Infrastructure and Long-term Development for America's 250th Act

Background and Reauthorization Status

Infrastructure Investment and Jobs Act (IIJA)

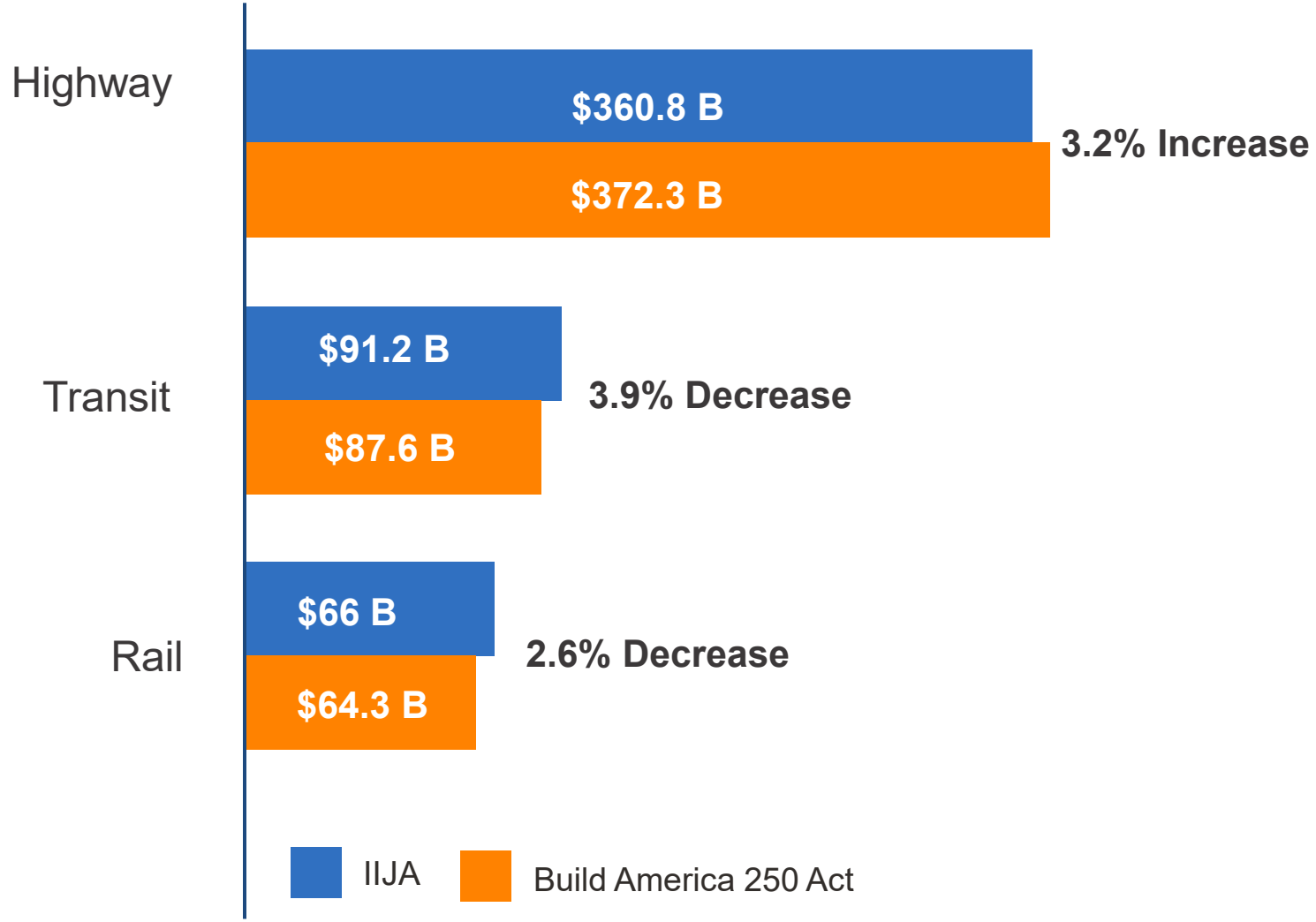
- Signed into law in November 2021 as a five-year surface transportation authorization that included, for the first time, advanced appropriations for transportation programs
- Current authorization expires September 30, 2026

Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act)

- Announced by House Transportation and Infrastructure (T&I) Committee leadership as the proposed successor to the IIJA
- House T&I Committee leaders reached a bipartisan agreement and released legislative text
- House T&I Committee subsequently approved the bill during markup by a vote of 62-2

BUILD America 250 Funding Overview

- $580 billion in total transportation authorizations
- $474.4 billion in guaranteed Highway Trust Fund contract authority
- Five-year authorization provides long-term planning certainty
- Does not include advanced appropriations; more programs dependent on General Fund



BUILD America 250 Funding Priorities

$376 B for Highways and Bridges

- Includes $46 billion Bridge Formula Program
- Includes $12 billion for the Surface Transportation Accelerator Grant program, consolidating elements of Better Utilizing Investments to Leverage Development (BUILD)/Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Formula programs receive about 90 percent of funding

$64.3 B for Rail Programs

- Creates a new National Intercity Passenger Rail Partnership Program by consolidating Federal-State Partnership, Restoration & Enhancement, and Interstate Rail Compact programs
- All rail programs require General Fund appropriations

$87.6 B for Transit Formula Programs

- Transit funding lower than IIJA guaranteed levels
- Capital Investment Grants funded through annual appropriations

B – Billion

BUILD America 250 Funding Priorities

$250 M for Transportation Assistance for International Games

- New discretionary program supporting transportation planning, capital, and operating needs for Olympic, Paralympic, and FIFA World Cup events
- Provides grants and technical assistance for host regions

$10 B for the National Infrastructure Project Assistance Program (MEGA Grants)

- Supports nationally significant transportation projects
- Expands eligibility to certain transit projects and transportation hubs

New/Expanded Programs

- $3.75 billion for Safe Streets for All
- Expanded Transportation Infrastructure Finance and Innovation Act (TIFIA) emergency loan authority

Programs Eliminated or Reduced

- Carbon Reduction Program eliminated
- Formula Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program eliminated
- Low-No Emission Program eliminated
- Significant reduction in discretionary grant funding

M – Million

BUILD America 250 Policy Highlights



Permitting Reform

- Codifies One Federal Decision and streamlines environmental reviews
- Expands categorical exclusions for transportation projects
- Allows concurrent review activities to accelerate project delivery



TIFIA Reforms

- Increases eligibility threshold for accelerated rural projects to $150 million
- Allows emergency loan relief following major disasters
- Allows interest and principal payment flexibility following disasters



Highway Trust Fund Revenue Measures – Electric Vehicle/Hybrid Fee

- Establishes annual registration fee of $130 for electric vehicles and $35 for plug-in hybrid vehicles
- Fees increase by $5 every two years beginning in 2029
- Estimated to generate approximately $10 billion over five years
- Intended to partially address Highway Trust Fund solvency concerns

BUILD America 250 Policy Highlights (Cont.)

Capital Investment Grant Reforms

- Creates “Streamlined Starts” project category
- Expands core capacity eligibility and accessibility improvements
- Allows reimbursement of certain pre-development costs

MPO Direct Recipient Authority

- Metropolitan planning agencies could directly receive certain federal transportation funds

Transit Oversight Changes

- Triennial reviews may be waived for compliant agencies
- Full review still required every ten years

New Transit Requirements

- Requires recipients of Urbanized Area Formula funds to dedicate:
  - One percent for ADA accessibility improvements and one percent for security and crime prevention projects

Transit Funding Block Grants

- Establishes an optional Consolidated State Block Grant Program for urban areas under two million people
- Allows participating states to combine funding from several transit formula programs into a single block grant
- State and local transit agencies must opt into participation

MPO – Metropolitan Planning Organization

BUILD America 250 Policy Highlights (Cont.)



Bus Operator Safety

- Requires fully enclosed operator shields/workstations on new buses
- Establishes a working group to evaluate retrofitting existing buses with protective barriers



Spare Ratio Flexibility

- Allows transit agencies to determine appropriate fleet spare ratios based on operational FTA needs
- Eliminates one-size-fits-all spare ratio policy



Bus Procurement Changes

- Limits the federal contribution for bus procurements
- Federal contribution capped at 80 percent in FY 2029, declining to 70 percent beginning in FY 2031



Emergency Relief & Resilience

- Expands eligibility for resilience and disaster mitigation projects
- Creates working group focused on accelerating disaster recovery projects
- Authorizes emergency funding for rail infrastructure after major disasters



Transit Security & Fare Enforcement

- Allows federal transit funds to be used for transit officers, law enforcement partnerships, and transit support specialists
- Allows DOT to withhold up to ten percent of Urbanized Area Formula funding if fare evasion is not subject to civil or criminal penalties

FTA – Federal Transit Administration FY – Fiscal Year DOT – Department of Transportation

Next Steps

House Floor Consideration

- Debate and vote by the full House of Representatives

Senate Development of Reauthorization Proposal

- Senate committees develop and advance their own surface transportation reauthorization legislation

House-Senate Negotiations

- Reconcile differences between House and Senate proposals
- Develop a final conference agreement or negotiated package

Final Passage and Enactment

- Approval by both chambers

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms

Legislative and Communications Committee Meeting of June 18, 2026

Present: Directors Chaffee, Foley, Tavoularis, Tettemer, and Wagner
Absent: Directors Jung and J. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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

OCTA

June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority is beginning the process of preparing legislative platforms for the upcoming sessions of the California State Legislature and the United States Congress, beginning in 2027. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

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

Discussion

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

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

Once the Draft 2027-28 State and Federal Legislative Platforms are prepared, the documents will be reviewed by the Legislative Committee and then the Board. After extensive circulation and revision, the State and Federal Legislative platforms will be presented for final adoption at the Board meeting on November 23, 2026. The proposed schedule for the 2027-28 State and Federal Legislative platforms is included as Attachment A.

On November 24, 2025, the Board adopted the 2025-26 State and Federal Legislative platforms, which are included as Attachments B and C, respectively.

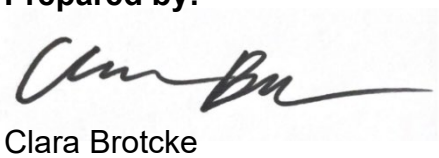
Summary

The proposed timeline and process for the preparation of the 2026-27 State and Federal Legislative Platforms are presented for approval.

Attachments

A. Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms
B. State Legislative Platform 2025-26, Orange County Transportation Authority, Adopted on November 24, 2025
C. Federal Legislative Platform 2025-26, Orange County Transportation Authority, Adopted on November 24, 2025

Prepared by:



Clara Brotcke
Government Relations Representative,
Government Relations
(714) 560-5329

Approved by:



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

ATTACHMENT A

Proposed Schedule for the Orange County Transportation Authority's 2027-28 State and Federal Legislative Platforms

Proposed Action	Target Date
Provide the proposed adoption schedule to the Orange County Transportation Authority (OCTA) Legislative Committee and Board of Directors (Board).	June 18, 2026 June 22, 2026
Receive platform suggestions from OCTA Board, staff, advisory groups, Orange County legislative delegations and organizations, transportation agencies, members of the public, and other stakeholders.	September 21, 2026
Present preliminary draft of the 2027-28 State and Federal Legislative platforms to the Legislative Committee and Board. Circulate and receive comments from the Board, staff, legislative advocates, and legal counsel, revising platforms based on input.	October 15, 2026 October 26, 2026
Incorporate comments on preliminary drafts.	November 4, 2026
Present final drafts of 2027-28 State and Federal Legislative platforms to the Legislative Committee for recommendation to the Board.	November 19, 2026
Present final drafts of 2027-28 State and Federal Legislative platforms to the Board for adoption.	November 23, 2026
Distribute adopted 2027-28 State and Federal Legislative platforms.	December 2026

ATTACHMENT B

STATE LEGISLATIVE PLATFORM **2025-26**



Adopted on November 24, 2025

OCTA

ORANGE COUNTY TRANSPORTATION AUTHORITY

OCTA

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

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2024-25 is balanced at $1.75 billion.
- Countywide bus system that spans 34 cities and eight congressional districts with 463 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing nearly 35 million rides annually.
- Countywide paratransit service for people with disabilities with 244 dedicated buses and approximately 1.07 million trips and 1.22 million boardings in FY 24-25.
- Three Metrolink commuter-rail lines with over 9,900 boardings each weekday.
- OCTA owns the LOSSAN rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of $4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of renewed Measure M approved by voters in 2006, providing $13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 22 million vehicle trips in FY 2025. Owner and operator of the 405 Express Lanes with 17.4 million trips in FY 2025.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2026 BOARD OF DIRECTORS

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Jamey Federico
City Member

Katrina Foley
Supervisor

William Go
City Member

Patrick Harper
City Member

Michael Hennessey
Public Member

Fred Jung
City Member

Lauren Kleiman
City Member

Stephanie Klopfenstein
City Member

Carlos A. Leon
City Member

Janet Nguyen
Supervisor

Tam T. Nguyen
Public Member

Vicente Sarmiento
Supervisor

Kathy Tavoularis
City Member

Mark Tettemer
City Member

Donald P. Wagner
Supervisor

Lan Zhou
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Transportation Policy Issues in 2025-26 ..... Page 2

Sponsored Legislation ..... Page 3

I. Cap-and-Invest ..... Page 3

II. Implementation of Environmental Policies ..... Page 3

III. Transportation Funding ..... Page 4

IV. Fiscal Reform & Issues ..... Page 5

V. State Transportation Improvement Program ..... Page 5

VI. Transit Programs ..... Page 5

VII. Rail Programs ..... Page 6

VIII. Roads & Highways ..... Page 6

IX. Tolled & Managed Lanes ..... Page 7

X. Goods Movement ..... Page 7

XI. Active Transportation ..... Page 8

XII. Roles & Responsibilites ..... Page 8

XIII. Employment Issues ..... Page 8

XIV. Transportation Security & Emergency Preparedness ..... Page 9

XV. Administration/General ..... Page 9

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. The Orange County Transportation Authority (OCTA) serves as the primary agency responsible for transportation planning in Orange County. OCTA manages a multimodal transportation system, overseeing a range of services including buses, Metrolink commuter rail, paratransit, and freeway improvements, as well as bicycle and pedestrian infrastructure, ensuring diverse mobility options for residents and visitors.

The 2025-26 State Legislative Platform serves as a framework document to guide OCTA's legislative, regulatory, and administrative activities in the coming legislative session. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the upcoming legislative session. The later sections present guiding policy statements for other major issue areas that may arise during the session. Positions on individual items not directly in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in 2025-26

A number of significant transportation issues are expected to be discussed in the 2025-26 legislative session. OCTA will focus its advocacy efforts on the following principles.

a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;

b) Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure;

c) Encourage State leadership, in conjunction with local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor;

d) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas and more equitable competitive funding processes;

e) Support workforce development and training policies that allow OCTA to hire and retain personnel ready to implement the next generation of mobility, including training the workforce for zero-emission vehicles, without creating unfunded mandates;

f) Oppose policies that would circumvent existing transit operator funding eligibility requirements;

g) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;

h) Inform the State's Transit Transformation Task Force, created pursuant to SB 125 (Chapter 54, Statutes of 2023), in order to seek improvements to the Transportation Development Act and make recommendations related to transit funding, cost drivers, strategies for workforce retention, and ridership;

i) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games are eligible for any related funding assistance, incentives, project delivery tools, and/or regulatory relief;

j) Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance;

k) Monitor progress of the Sustainable Communities Task Force and potential reforms to implementation of SB 375 (Chapter 728, Statutes of 2008).;

l) Monitor potential legislative proposals to modify Transportation Development Act performance metrics and assess options for replacement frameworks to ensure effective and appropriate performance evaluation and funding eligibility;

m) Oppose efforts that would reduce local flexibility, or impose top-down transit service or fare coordination models without full consultation and agreement of affected local agencies;

n) Support legislation to amend the implementation of SB 79 (Chapter 512, Statutes of 2025) by updating definitions and making other changes as needed to ensure continued community support for transit projects;

o) Support efforts to extend the Federal Transportation Improvement Program approval period to prevent project delivery delays resulting from federal air quality conformity requirements.

SPONSORED LEGISLATION

Each year, OCTA may concern sponsoring legislation to clarify or address various transportation policy topics that require additional attention. This year, the following policy will require sponsoring legislation:

Sponsor legislation to revise OCTA governing statute to allow operation of a charter bus service to support the 2026 Fédération Internationale de Football Association World Cup and the 2028 Olympics and Paralympic Games.

I. CAP-AND-INVEST

Previously known as Cap-and-Trade, Cap-and-Invest has been reauthorized through 2045. The Cap-and-Invest agreement includes a tiered structure to facilitate revenue distribution depending on auction proceeds. The California High-Speed Rail Project would receive $1 billion off the top and then another funding set aside of $1 billion has been provided for "Legislature Discretionary." Following those funding commitments, funding is then allocated to traditional ongoing appropriations, which includes important transit programs, such as the Transit Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Because these programs are to be allocated set amounts each year rather than a percentage of the proceeds, these programs will no longer grow if revenues are higher than anticipated and will be the first to be reduced if revenues do not meet expectations. Over the next year, it is anticipated that there will be further negotiations to refine the revenue distribution structure. To that end, OCTA will advocate for the following:

a) Protect transit funding provided under Cap-and-Invest to ensure TIRCP and LCTOP are maintained and funded at levels consistent with prior budget allocations to ensure continued certainty for programs and projects;

b) Ensure that funding for transit, originally provided through SB 125 and later backfilled through the Greenhouse Gas Reduction Fund in future budget cycles, is fully preserved and allocated in accordance with previous budget appropriations;

c) Monitor Cap-and-Invest funding for the California High-Speed Rail Project and promote prioritization of bookend projects within allocation decisions;

d) Encourage regional parity in distribution of any discretionary funding in Cap-and-Invest.

II. IMPLEMENTATION OF ENVIRONMENTAL POLICIES

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

a) Support efforts to ensure local flexibility in meeting the State's greenhouse gas emission reduction goals, including project mitigation requirements;

b) Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;

c) Work with air agencies and other stakeholders to ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;

d) Monitor the State's transition to zero-emission vehicle technology to ensure that any corresponding policies adequately address the impact to long-term transportation funding stability;

e) Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements;

f) Oppose efforts to restrict road and highway construction by superseding existing broad-based environmental review and mitigation processes;

g) Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs;

h) Monitor efforts to create a statewide model related to vehicle miles traveled in order to ensure that local modeling is taken into account;

i) Support efforts related to separate and distinct sand nourishment permits.

III. TRANSPORTATION FUNDING

OCTA will monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. Given that the State is anticipated to experience a continued deficit, OCTA will work to protect funding dedicated for transportation purposes, including appropriations made in the fiscal year 2025-26 Budget Act for transit operations and capital projects. Key actions include:

a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;

b) Oppose cost shifts or changes in responsibility for projects funded by the State to local transportation entities;

c) Support efforts to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;

d) Support the constitutional protection of all transportation funding resources;

e) Support protecting or expanding local decision-making in programming transportation funds;

f) Oppose efforts to reduce local prerogative over regional program funds;

g) Support efforts to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;

h) Oppose redirecting or reclassifying transportation revenue sources, including earned interest, for anything other than their intended purposes;

i) Support the implementation of federal transportation programs in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;

j) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;

k) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time;

l) Support flexibility in the application of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas, allowing OCTA to best meet the needs of its local communities;

m) Support dedicated funding for transit operations, preferably through an ongoing formulaic approach;

n) Support efforts to reform SB 375 (Chapter 728, Statutes of 2008) to improve the technical processes underpinning target setting and plan development, while also ensuring the reforms do not impact existing transportation funding distribution or eligibilities, or restrict the ability for transportation agencies to implement their projects or programs;

o) Protect existing transit operations and capital funding while monitoring the implementation of the accountability provisions associated with the funding and inform clarifying legislation as needed;

p) Oppose linking, reprioritizing, or aligning local and state transportation funding with policies that could significantly hinder a local agency's ability to deliver transportation programs and projects;

q) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures and oppose mandating specific uses of future sales tax revenues;

r) Oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs.

IV. FISCAL REFORMS & ISSUES

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner. Given that the State continues to report lower revenues than projected, uncertainties over future funding levels remain. Therefore, OCTA will:

a) Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals;

b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;

c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes;

d) Oppose increases to administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;

e) Support policies that ensure all users of the State's transportation system pay their "fair share" to maintain and improve the system;

f) Support efforts to restore equitable generation and disbursement of sales tax revenues that support the Local Transportation Fund;

g) Support the retention of existing and future local revenue sources;

h) Support reinstating the state sales tax exemption for the purchase of zero-emission buses.

V. STATE TRANSPORTATION IMPROVEMENT PROGRAM

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

a) Support maintaining the current STIP formula, which provides 75 percent of STIP funding to the locally-nominated RTIP and 25 percent to the ITIP;

b) Support equitable allocations of transportation funding, such as the north/south formula distribution of county shares and ITIP allocations;

c) Support efforts to allow a mode-neutral STIP;

d) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and goods movement improvement projects.

VI. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. Although transit has received significant funding infusions over the past decade, uncertainty remains regarding the long-term sustainability of funding availability and eligibility. OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source. To that end, OCTA will focus on the following:

a) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;

b) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;

c) Support efforts to encourage and incentivize the interoperability of transit and rail systems within California;

d) Support limiting the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);

e) Support incentives for transit-oriented development projects (i.e., authorize extra credit toward housing element requirements for these developments), including incentives for development;

f) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates;

g) Encourage policies and guidance that incentivize public transit ridership.

VII. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA serves as the primary construction lead for major capital improvements on this right-of-way, supported by OCTA's rail capital budget.

In addition, the state-supported Pacific Surfliner intercity passenger rail service, operated by Amtrak and managed by the LOSSAN Agency, provides passenger rail service between San Luis Obispo and San Diego. OCTA has served as the managing agency for the LOSSAN Agency since 2013, providing administrative and management support.

OCTA is also advancing the OC Streetcar Project, the county's first modern streetcar line. Running between the cities of Santa Ana and Garden Grove, it will serve as a vital new connection to regional rail and bus services and is scheduled to begin revenue service in 2026.

While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

a) Support policies that encourage commercial, commuter-based development around passenger rail corridors that includes permanent job creation;

b) Monitor and evaluate plans and progress of high-speed rail;

c) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation, operation, and maintenance of Positive Train Control safety technology;

d) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;

e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network;

f) Monitor and inform efforts seeking to make reforms to rail planning, governance structure, or operations;

g) Seek funding and other administrative solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;

h) Seek support, funding, and streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor.

VIII. ROADS & HIGHWAYS

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

a) Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies;

b) Support authorizing local agencies to advertise, award, and administer contracts for state highway projects;

c) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;

d) Support streamlining of the Caltrans review process for projects without compromising environmental safeguards;

e) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;

f) Support management and integration of express lanes to promote consistent and seamless user experience;

g) Support studying the development and safe operation of autonomous vehicles and related technologies;

h) Support preserving local discretion and flexibility in the development of the congestion management program.

IX. TOLLED & MANAGED LANES

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors, including both the ownership of the 91 Express Lanes, a ten-mile toll facility on State Route 91, extending from State Route 55 to the Orange/Riverside County Line, and the 405 Express Lanes, which operates two lanes in each direction from State Route 73 to the Interstate 605.

Because many agencies are discussing the increased use of managed lane facilities, there remains a need to advocate for local flexibility and input. To ensure the continued success of the 91 Express Lanes, the 405 Express lanes, and for toll policy moving forward, OCTA will:

a) Oppose efforts to divert revenues from toll facilities for purposes not directed by the responsible governing board;

b) Support policies that allow OCTA, and its partners, to efficiently operate and maintain the 91 Express Lanes and the 405 Express Lanes;

c) Support efforts to preserve local flexibility in the administration of toll lanes and encourage the State to work with OCTA on operating policies to ensure seamless system operation;

d) Oppose the construction or operation of toll facilities that are inconsistent with local long range transportation plans;

e) Oppose the construction or operation of toll facilities that fail to respect existing local transportation projects and funding programs;

f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 and 405 Express Lanes;

g) Support the use of innovative means to enhance toll agency enforcement efforts;

h) Support collaborative solutions to high-occupancy vehicle lane degradation that protect local funding, have regional transportation agency support, and avoid transportation funding diversion;

i) Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections;

j) Inform discussions related to revising toll evasion penalties, toll exemptions, and other changes to enforcement strategies and mechanisms in order to maintain local control, opposing efforts that will hinder the ability to meet congestion management and financing requirements;

k) Support policies that protect the process prescribed in AB 194 (Chapter 687, Statutes of 2015), which authorizes regional transportation agencies to develop and operate toll facilities, and ensure it is maintained in its application on future toll facilities.

X. GOODS MOVEMENT

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

actions to mitigate any negative impacts to local communities. Key positions include:

a) Support improvements to facilitate the movement of intrastate, interstate, and international trade beneficial to the State and Orange County's economy;

b) Support policies that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;

c) Ensure that control of goods movement infrastructure projects and funding is retained at the local level;

d) Seek mitigation for the impacts of goods movement on local communities;

e) Pursue ongoing, stable sources of funding for goods movement infrastructure;

f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;

g) Ensure any effort to establish a container fee program dedicates funding to projects that mitigate the impact port activity may have on local communities, informed by input from local and regional agencies.

XI. ACTIVE TRANSPORTATION

Active transportation projects and programs, which encourage greater mobility through walking and bicycling, have grown in popularity due to the environmental, health, and cost savings benefits. OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi modal transportation system. Key positions include:

a) Support policies to increase the visibility and safety of users engaged in active transportation;

b) Support creative use of paths, roads, flood channels, and abandoned rail lines using existing established rights-of-way to promote bicycles trails and pedestrian paths, in coordination with any local agency with jurisdiction over those properties;

c) Support funding and programs or policies that encourage the safe operation of an integrated multimodal system, which includes the interaction between roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;

d) Support streamlined active transportation funding programs;

e) Seek funding and support policies and projects to increase safety requirements related to the utilization of electric bicycles.

XII. ROLES & RESPONSIBILITIES

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

a) Support preserving the role of county transportation commissions, as consistent with existing law, in the administration of transportation programs;

b) Oppose proposals that reduce the rights and responsibilities of county transportation commissions in planning, funding, and delivering transportation programs;

c) Oppose policies that unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;

d) Support partnerships with alternative mobility providers that allow for adequate information sharing while also respecting the planning efforts of local agencies;

e) Support efforts to increase the flexibility of funds used for motorist service programs.

XIII. EMPLOYMENT ISSUES

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

Additional safety and security measures require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

a) Oppose efforts to impose state labor laws on currently exempt public agencies;

b) Oppose policies that circumvent the collective bargaining process;

c) Oppose policies adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, including pension benefits, the California Family Rights Act, and working conditions, including health, safety, and ergonomic standards for the workplace;

d) Support efforts to reform and resolve inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;

e) Support workforce development policies that facilitate a more efficient talent acquisition process;

f) Support policies that encourage ridesharing, teleworking, vanpool, and related congestion relief programs for Orange County commuters.

XIV. TRANSPORTATION SECURITY & EMERGENCY PREPAREDNESS

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA understands the importance of ensuring the safety and security of our transportation network and protecting our customers. OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Additional safety and security measures require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;

b) Support policies that balance retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;

c) Support technological advances in order to increase the safety of public transportation passengers and operators;

d) Support policies that aim to enhance transit services and the overall safety and security of transit riders, public transit employees, and on-road vehicles while avoiding undue burden on transportation agencies to implement unfunded safety measures.

XV. ADMINISTRATION/GENERAL

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

a) Oppose policies adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;

b) Support efforts to provide greater protection of OCTA's computer and information security systems;

c) Support establishing reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;

d) Support consistent campaign contribution limits as applied to both elected and appointed bodies;

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

f) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serve all residents of Orange County;

g) Oppose policies that create undue burden on transportation procurement practices or restrict ability to maintain local governing board award authority;

h) Oppose efforts that create duplicative reporting requirements.



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

ORANGE COUNTY TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS CONTACTS

Kristin Jacinto
Executive Director,
Government Relations
714-560-5754
kjacinto@octa.net

Alexis Carter
Senior Government
Relations Representative
714-560-5475
acarter@octa.net

Clara Brotcke
Associate Government
Relations Representative
714-560-5329
cbrotcke@octa.net



OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency

550 SOUTH MAIN STREET
P.O. BOX 14184 • ORANGE, CA 92863-1584
714.560.OCTA (6282) • OCTA.NET

ATTACHMENT C

FEDERAL LEGISLATIVE PLATFORM **2025-26**



Adopted on November 24, 2025

OCTA

ORANGE COUNTY TRANSPORTATION AUTHORITY

OCTA

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

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2024-25 is balanced at $1.75 billion.
- Countywide bus system that spans 34 cities and eight congressional districts with 463 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing nearly 35 million rides annually.
- Countywide paratransit service for people with disabilities with 244 dedicated buses and approximately 1.07 million trips and 1.22 million boardings in FY 24-25.
- Three Metrolink commuter-rail lines with over 9,900 boardings each weekday.
- OCTA owns the LOSSAN rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of $4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of renewed Measure M approved by voters in 2006, providing $13.2 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 22 million vehicle trips in FY 2025. Owner and operator of the 405 Express Lanes with 17.4 million trips in FY 2025.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2026 BOARD OF DIRECTORS

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Jamey Federico
City Member

Katrina Foley
Supervisor

William Go
City Member

Patrick Harper
City Member

Michael Hennessey
Public Member

Fred Jung
City Member

Lauren Kleiman
City Member

Stephanie Klopfenstein
City Member

Carlos A. Leon
City Member

Janet Nguyen
Supervisor

Tam T. Nguyen
Public Member

Vicente Sarmiento
Supervisor

Kathy Tavoularis
City Member

Mark Tettemer
City Member

Donald P. Wagner
Supervisor

Lan Zhou
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Policy Issues in the 119th Congress ..... Page 2

I. Transportation Funding ..... Page 2

II. Surface Transportation Reauthorization ..... Page 3

III. Transportation Planning & Programming ..... Page 4

IV. Fiscal Reforms & Issues ..... Page 4

V. Rail Programs ..... Page 5

VI. Transit Programs ..... Page 5

VII. Goods Movement ..... Page 6

VIII. Transportation Security & Emergency Preparedness ..... Page 6

IX. Environmental & Energy Issues ..... Page 6

X. Regulatory Requirements ..... Page 7

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. The Orange County Transportation Authority (OCTA) serves as the primary agency responsible for transportation planning in Orange County. OCTA manages a multimodal transportation system, overseeing a range of services including buses, Metrolink commuter rail, paratransit, and freeway improvements, as well as bicycle and pedestrian infrastructure, ensuring diverse mobility options for residents and visitors.

The 2025-26 Federal Legislative Platform serves as a framework document to guide OCTA's statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 119th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 119th Congress

A number of significant transportation issues will be discussed in the 119th Congress. OCTA will focus its advocacy efforts on the following principles:

a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements, and services in order to meet the mobility needs of Orange County;

b) Request annual appropriations at least consistent with authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act (IIJA) are maintained in order to meet our county's critical infrastructure needs;

c) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs, ensuring funding OCTA receives from IIJA is maintained;

d) Oppose rescissions or other arbitrary funding cuts to transportation programs;

e) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures for capital and operations, including any new revenue;

f) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;

g) Ensure that Orange County is eligible for funding provided to meet air quality standards for the South Coast Air Basin and oppose efforts that would impact the use of transportation funding;

h) Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure;

i) Encourage federal leadership, in conjunction with state and local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor;

j) Support the authority to secure direct funding for Orange County projects;

k) Support efforts to preserve local flexibility in the administration of toll lanes and use of toll revenues;

l) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects;

m) Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding assistance or incentives, project delivery tools, and/or regulatory relief.

I. TRANSPORTATION FUNDING

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

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

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

b) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;

c) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;

d) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit operations and facilities, rail lines, and related software systems;

e) Support funding for commuter and intercity passenger rail corridors in Orange County;

f) Support funding to develop training information programs to instruct on the use of new technology and address workforce needs at transit and transportation agencies;

g) Advocate for Inflation Reduction Act funding to support transit and transportation programs;

h) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;

i) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects.

II. SURFACE TRANSPORTATION REAUTHORIZATION

The IIJA (Pub. L. No. 1147-58) authorized over $567 billion over five years for programs. With the IIJA as law, OCTA has focused much of its advocacy efforts on implementation efforts that allow state and local government agencies to move forward with a federal partner on critical transportation projects. Now with the IIJA set to expire on September 30, 2026, OCTA will dually prioritize implementation while also advocating for its priorities related to enacting long-term reauthorization legislation. In 2025, the OCTA Board approved a set of guiding principles to inform reauthorization discussions, which are included in the appendix. Those notwithstanding, OCTA will advocate for the following policies:

a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;

b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;

c) Ensure a long-term partnership with the federal government that helps OCTA address transit capital and operating revenue needs;

d) Oppose unfunded federal mandates that further reduce the resources of state and local transportation agencies;

e) Oppose policies that undermine or limit local control over land use decisions;

f) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;

g) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;

h) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;

i) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share;

k) Support efforts to reinstate the state suballocation process regarding the distribution of federal formula funding;

l) Support funding to address the current vulnerabilities on the LOSSAN Rail Corridor to prevent future service disruptions;

III. TRANSPORTATION PLANNING AND PROGRAMMING

In the 119th Congress, OCTA will continue to support the implementation of the IIJA while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

a) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for operating expenses associated with any fixed-guideway or eligible bus projects;

b) Support expanded use of alternative delivery methods for federally-funded transportation projects;

c) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;

d) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;

e) Advocate for policies to encourage, when possible, a complete streets approach to multimodal project planning in order to expedite project delivery;

f) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;

g) Encourage cooperation between local, state, and federal partners to mitigate or eliminate any policy that places burdensome requirements on operators related to degradation of facilities and performance;

h) Support streamlining and greater flexibility of Federal Buy America requirements including increased clarification on market availability and technical feasibility of the Build America, Buy America Act requirements created in the IIJA to prevent any unintended disruption to projects and programs;

i) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;

j) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law;

k) Support inclusive public engagement, planning, and delivery of mobility improvements that best serve all the residents of Orange County;

l) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as private sector partners, in the testing, development, demonstration, deployment, and operation of autonomous and connected vehicle technologies, while encouraging policies that ensure their safe implementation.

IV. FISCAL REFORMS & ISSUES

Transportation infrastructure projects are critical drivers in job creation and business development. Legislative and regulatory proposals can impact the ability of transportation agencies to deliver these infrastructure projects. Expediting project delivery serves as a key tool for driving economic growth and stimulating activity. Regarding these developments, OCTA will:

a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;

b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy processes that delay project delivery;

c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;

d) Support fiscally-sound proposals to adequately address the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;

e) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;

f) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;

g) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;

h) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;

i) Support additional funding and regulatory flexibility to facilitate the use of alternative mobility providers;

j) Support regulatory efforts that would allow for joint procurement processes.

V. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA serves as the primary construction lead for major capital improvements on this right-of-way, supported by OCTA's rail capital budget.

In addition, the state-supported Pacific Surfliner intercity passenger rail service, operated by Amtrak and managed by the LOSSAN Agency, provides passenger rail service between San Luis Obispo and San Diego. OCTA has served as the managing agency for the LOSSAN Agency since 2013, providing administrative and management support.

OCTA is also advancing the OC Streetcar Project, the county's first modern streetcar line. Running between the cities of Santa Ana and Garden Grove, it will serve as a vital new connection to regional rail and bus services and is scheduled to begin revenue service in 2026.

While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

a) Support funding for rail safety programs, including funding for operation and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;

b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;

c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;

d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers;

e) Seek funding and other solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;

f) Seek support, funding, and project streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor.

VI. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. Federal transit funding is provided on both a formula and competitive basis. Discretionary funding under the IIJA has been highly competitive for transit programs. As future demand for transit funding increases due to environmental regulations and increased capital and operations costs put further strain on existing resources, creating more opportunities for predictable transit funding will continue to be a priority for OCTA. Specifically, OCTA will focus on the following:

a) Encourage policies and guidance that incentivize public transit ridership;

b) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates;

c) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral;

d) Support reinstating and expanding of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;

e) Support efforts to create a more competitive marketplace for transit buses to help drive down costs and strengthen the supply chain.

VII. GOODS MOVEMENT

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

a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;

b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;

c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;

d) Support regionally significant grade separation projects that improve the flow of goods and people throughout Southern California;

e) Support local control of goods movement infrastructure and freight mobility projects;

f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;

g) Ensure eligibility for funding and programs is available to all transportation modes that benefit regional goods movement.

VIII. TRANSPORTATION SECURITY & EMERGENCY PREPAREDNESS

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

a) Support increased funding for training, increased security, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to also support all modes of transportation;

b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;

c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;

d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel;

e) Support efforts to provide sufficient funding for transit agencies to implement physical security, mandated employee screenings, and cybersecurity directives while also incorporating transit agency technical expertise in developing regulatory guidelines and procedures.

IX. ENVIRONMENTAL & ENERGY ISSUES

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

a) Seek funding to comply with state and local environmental standards;

b) Support expedited review for project development, right-of-way acquisition, and construction activities without impairing substantive environmental requirements;

c) Ensure adequate funding and flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;

d) Support efforts related to separate and distinct sand nourishment permits;.

e) Support streamlining U.S. Army Corps of Engineers processes to expedite transportation projects.

X. REGULATORY REQUIREMENTS

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

a) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;

b) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increased operational costs, making it harder to deliver projects and improve mobility in Orange County;

c) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;

d) Oppose policies that limit state or local pension benefit reforms.



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

ORANGE COUNTY TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS CONTACTS

Kristin Jacinto
Executive Director,
Government Relations
714-560-5754
kjacinto@octa.net

Alexis Carter
Senior Government
Relations Representative
714-560-5475
acarter@octa.net

Clara Brotcke
Associate Government
Relations Representative
714-560-5329
cbrotcke@octa.net



OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency

550 SOUTH MAIN STREET
P.O. BOX 14184 • ORANGE, CA 92863-1584
714.560.OCTA (6282) • OCTA.NET

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

Legislative and Communications Committee Meeting of June 18, 2026

Present: Directors Chaffee, Foley, Tavoularis, Tettemer, and Wagner
Absent: Directors Jung and J. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250342 for selection of a firm to provide state legislative advocacy and consulting services.

B. Approve the release of Request for Proposals 250342 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.

C. Approve the evaluation committee and proposed schedule for the procurement.

OCTA

June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

Overview

Staff is requesting Orange County Transportation Authority Board of Directors' approval to release a request for proposals for state legislative advocacy and consulting services for a term beginning January 1, 2027, following the expiration of the current contract on December 31, 2026, and coinciding with the 2027–28 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendations

A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250342 for selection of a firm to provide state legislative advocacy and consulting services.

B. Approve the release of Request for Proposals 250342 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.

C. Approve the evaluation committee and proposed schedule for the procurement.

Discussion

The Orange County Transportation Authority (OCTA) has regularly sought proposals for state legislative advocacy and consulting services. The most recent procurement was completed in 2020. On October 26, 2020, the OCTA Board of Directors (Board) approved a state legislative advocacy and consulting contract with Topp Strategies, LLC, with Platinum Advisors, LLC as a subcontractor, for an initial term of two-years through December 31, 2022, with two, two-year option terms. On July 25, 2022, the Board authorized exercising

the first option term of the agreement and extending the term of the first option by five months through December 31, 2024. The Board then exercised the second option term of the contract on June 24, 2024. The second term will expire December 31, 2026. Under this contract, Moira Topp serves as the lead legislative advocate for OCTA, a role which she has had since 2007.

OCTA's state legislative consultants represent the agency's positions on legislation, policy issues, and funding priorities before the State Legislature and the Administration. The state legislative advocacy consultants also provide input to the OCTA legislative platform, notify staff of relevant proposed legislation, legislative activity affecting OCTA, and provide timely updates and strategy for transportation issues and events occurring in Sacramento.

It is important for OCTA to retain advocacy services during the next legislative session. With a new Administration starting and several new members of the State Legislature, it will be important that OCTA influence transportation funding and policy discussions early on. It is expected that next session will bring significant challenges related to overall transportation funding and policies. This includes potential discussions about future transportation funding sources as revenues decline and uncertainties about transportation funding from the Cap-and-Invest Program. In addition, it is anticipated that discussions will continue on several ongoing policy issues related to zero-emission transportation technology, governance and accountability reforms among transit operators, the meeting of statewide environmental goals through transportation planning and services, and the future role of toll facilities and transit within the State.

With these considerations, staff recommends releasing a request for proposals for state legislative advocacy and consulting services for an initial two-year term from January 1, 2027, to December 31, 2028, with two, two-year option terms. This contract term not only maintains alignment with the term of each session of the Legislature but also is consistent with OCTA's federal advocacy contract.

Procurement Approach

Staff is requesting that the Board approve the release of RFP 250342, and the evaluation criteria and weightings. The procurement will be handled in accordance with OCTA's policies and procedures for professional services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing, prior experience with similar clients, approach to the scope of work, and expertise in the field of advocacy.

The proposed evaluation criteria and weightings are as follows:

• Qualifications of the Firm	25 percent
• Staffing	35 percent
• Work Plan	25 percent
• Cost and Price	15 percent

The qualifications of the firm criterion is weighted at 25 percent as it is important because the firm must show that it has performed these services for other similar clients and has the necessary access to the state legislators and their staff. Staffing criterion is weighted highest at 35 percent as it is the most critical element to the success of these services. The key personnel must be knowledgeable of the political and economic climate and the ongoing transportation issues that face California. The work plan is also weighted at 25 percent as the firms must demonstrate that the firm has a good understanding of OCTA's needs and be able to advocate on OCTA's behalf. Finally, cost and price criterion is weighted at 15 percent as firms must demonstrate that they can perform the services at maximum cost efficiencies to ensure that OCTA receives value for the services provided.

The contract for this procurement will be solicited for a two-year initial term with two, two-year option terms. The total cost of the initial term is anticipated to be approximately $456,000.

Evaluation Team

As with past procurements for state and federal advocacy and consulting services, staff is recommending Board participation in the evaluation and interview of the proposing firms. Consistent with the process used for the federal advocacy and consulting services contract in 2024, staff is recommending the creation of an evaluation team of five voting members, consisting of the Chair of the Board, Vice Chair of the Board, the Chair of the Legislative and Communications Committee, Chief Executive Officer, and the Executive Director of Government Relations. Additionally, Contracts Administration and Materials Management (CAMM) staff will facilitate the procurement activities but will not be a voting member. It is expected that the evaluation committee, apart from CAMM staff, will be available to meet virtually on August 24, 2026, as set forth in the schedule below.

Procurement Schedule

Staff recommends the following draft schedule for the procurement of state legislative advocacy and consulting services. The RFP will be released and available from June 22 to July 22, 2026.

June 18 - Draft RFP and schedule presented to the Legislative Committee for approval

June 22 - Draft RFP and schedule to the Board for approval

June 22 - Issue RFP

July 7 - Pre-proposal conference (done virtually with OCTA Government Relations staff and CAMM staff participation)

July 14 - Deadline for written questions to be submitted

July 22 - Proposal submittal deadline

August 24 - Interviews (virtually with entire evaluation team participation)

October 15 - Recommendation from the Legislative Committee

October 26 - Board consideration of the recommendation from the Legislative Committee

The draft RFP is included as Attachment A. The RFP will be released upon Board approval of these recommendations.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2026-27 Budget, Government Relations, Account No. 1412-7519-A3202-K5H, and is funded through the Local Transportation Fund.

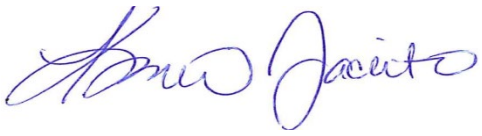
Summary

Board of Directors' approval is requested to release RFP 250342 to initiate the competitive procurement process to select a firm to provide state legislative advocacy and consulting services, as well as approval of the proposed evaluation criteria, weightings, evaluation team, and draft procurement schedule.

Attachment

A. Draft Request for Proposals 250342 – State Legislative Advocacy and Consulting Services

Approved by:



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



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

ATTACHMENT A

DRAFT REQUEST FOR PROPOSALS (RFP) 250342

STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES



ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282

Key RFP Dates

Issue Date: Monday, June 22, 2026

Pre-Proposal Conference Date: July 7, 2026

Question Submittal Date: Tuesday, July 14, 2026

Proposal Submittal Date: July 22, 2026

Interview Date: August 24, 2026

SECTION I. INSTRUCTIONS TO OFFERORS

A. NOTICE OF REQUEST FOR PROPOSALS

OCTA

NOTICE OF REQUEST FOR PROPOSALS

(RFP): 250342 "State Legislative Advocacy and Consulting Services"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide state legislative and advocacy and consulting services during the 2027-28 legislative session, with an initial two-year term and two, two-year option terms:

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals submitted in response to "RFP 250342" must be provided, electronically, through the Authority's OpenGov Procurement portal, at https://procurement.opengov.com/portal/octa/projects/266056 before the deadline of **2:00 pm Pacific Standard Time (PST) on Wednesday, July 22, 2026. Authority will not accept hard copy proposals for this RFP.**

Offerors must follow the instructions in the "Submission of Proposals" section of the RFP. The ability to complete and submit a response will expire at the submittal deadline.

Offerors are required to contact the Contract Administrator prior to the submission deadline should Offerors encounter technical issues responding to this RFP.

To receive all further information regarding this RFP, firms and subconsultants must be registered on OpenGov Procurement and following this RFP on the Authority's public OpenGov Procurement portal.

A pre-proposal conference will be held via teleconference on Tuesday, July 7, 2026, at 10:30 am PST.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- Copy and Paste this link to join the meeting online: https://teams.microsoft.com/meet/223870668331331?p=wa5b9H5HhtJ4knexqC
- OR Call-in Number: (916) 550-9867
- Conference ID: 638338707#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established August 24, 2026, as the date(s) to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

B. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held both on-site/in-person and via teleconference on Tuesday, July 7, 2026, at 10:30 am PST.

Prospective Offerors may join or call-in using the following credentials:

- Copy and Paste this link to join meeting online:
  - https://teams.microsoft.com/meet/223870668331331?p=wa5b9H5HhtJ4knexqC
- OR Call-in Number: (916) 550-9867
- Conference ID: 638338707#

A copy of the presentation slides and pre-proposal conference registration sheet(s) will be issued via formal addendum prior to the date of the pre-proposal conference. All prospective Offerors are encouraged to attend the pre-proposal conference.

C. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

D. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

E. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Georgia Martinez
Department Manager, Contracts and Procurement
(714) 560-5605
gmartinez@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no Offeror, subcontractor, lobbyist or agent hired by the Offeror shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP.

Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any Offeror, subcontractor, lobbyist or agent hired by the Offeror that engages in such prohibited communications may result in disqualification of the Offeror at the sole discretion of the Authority.

F. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall submit such request for clarification or inquiry through the "Question and Answer" section of this RFP on the Authority's OpenGov Procurement portal prior to 2:00 pm PST on Tuesday, July 14, 2026. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be issued to this RFP on the Authority's OpenGov Procurement portal.

2. Submitting Requests

All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and received via the Authority's OpenGov Procurement portal before 2:00 pm PST, on Tuesday, July 14, 2026.

3. Authority Responses

Responses from the Authority will be posted as a formal addendum on the OpenGov Procurement portal at https://procurement.opengov.com/portal/octa/projects/266056.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this RFP on the Authority's portal.

G. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be received electronically through the Authority's OpenGov Procurement portal before 2:00 pm PST on Wednesday, July 22, 2026.

Proposals received after the above-specified date and time or submitted in any manner other than as specified above will be returned to Offerors unopened.

2. Acceptance of Proposals

a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.

b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.

c. The Authority reserves the right to issue a new RFP for the project.

d. The Authority reserves the right to postpone proposal openings for its own convenience.

e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.

f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.

g. Submitted proposals are not to be copyrighted.

H. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

I. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

J. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

K. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any

protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

L. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be a firm-fixed price contract specifying firm-fixed prices for individual tasks specified in the Scope of Work, included in this RFP as Exhibit A. The Agreement will have a two (2)-year initial term term and two, two (2)-year option terms.

M. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

N. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

O. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 7920.000 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees,

agents, representatives, or consultants be liable to an Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify an Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses may be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

P. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The Authority determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the Authority's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

Proposers shall comply with all OpenGov submission instructions. Proposers shall complete all required OpenGov fields, including company and contact information, within the designated OpenGov forms.

The proposal itself shall be submitted as a single, complete PDF attachment uploaded through OpenGov. The PDF shall contain all required proposal content, forms, certifications, and supporting documentation. Multiple proposal files shall not be submitted unless specifically requested by OCTA.

Information included in the proposal PDF should not be duplicated in other uploaded attachments unless expressly required. Proposers are responsible for ensuring that all proposal materials are included in the single PDF attachment at the time of submission.

For uploaded PDF documents only:

PDF documents, including charts and schedules, must be prepared legibly, providing a straightforward, concise description of Offeror's capabilities to satisfy the requirements. Formatting guidelines (8½" x 11", 12-point font, double spaced, etc.) apply to all uploaded documents. Proposals should not include any unnecessarily elaborate or promotional materials.

1. Letter of Transmittal*

The Letter of Transmittal shall at a minimum, contain the following:

a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.

b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.

c. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.

d. Signature of a person authorized to bind Offeror to the terms of the proposal.

e. Signed statement attesting that all information submitted with the proposal is true and correct.

*Response required

2. Qualifications, Related Experience and References to Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature;

demonstrated competence in the services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to provide:

Requirement*

Applicant, and designated legislative advocate(s), must be registered with the Secretary of State as an active lobbyist, and be in good standing with the Fair Political Practices Commission.

*Response required

Profile of Firm*

Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.

*Response required

Firm's Financial Condition*

Provide a general description of the firm’s financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror’s ability to complete the project.

*Response required

Firm's Experience*

Describe the firm’s experience in performing work of a similar nature to that solicited in this RFP, including legislative advocacy and consulting services to similar organizations, including transit agencies, transportation commissions, transportation agencies, or other similar private or public entities. Highlight the participation in such work by the key personnel proposed for assignment to this project. Describe experience in working with the various government agencies identified in this RFP.

*Response required

Examples*

Provide examples of the scope of work for your current clients and narrative examples of accomplishments in achieving the requirements identified in the respective scope of work.

*Response required

Current Clients*

Provide a complete list of all current clients of the firm and of the principal for this agreement.

*Response required

Firm’s Success*

In not more than three pages, describe your firm’s success in representing public agencies or other clients.

*Response required

Subcontractors*

Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.

*Response required

Lobbying or Advocating Services on Behalf of Offeror*

Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

*Response required

References Presently*

Provide as a minimum three (3) references **presently** served by your firm in a capacity similar to that described in the Scope of Work. Include name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.

*Response required

References Previously*

Provide as a minimum three (3) references **previously** served by your firm within the past 5 years in a capacity similar to that described in the Scope of Work. Furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.

*Response required

Do you have a Dun & Bradstreet (DUNS) number? If so, enter it here.

Do you have an Unique Entity Identifier (UEI) number? If so, enter it here.

3. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

Identify Key Personnel*

Describe how the firm proposes to staff this engagement. Include the name of the principal, the name(s) of individuals designated to assist in this contract, and the qualifications and experience of each person named.

*Response required

Resumes of Key Personnel*

Furnish brief resumes (not more than two [2] pages each) highlighting your staff's education, experience, and applicable professional credentials of proposed staff.

*Response required

Principal's Experience*

Describe the principal's experience in obtaining state support and/or funding for transportation and transit projects. Describe the principal's experience in working with transportation clients and legislation and appropriations secured in the past four years. Please provide samples of projects and programs.

*Response required

Members of the Legislature*

List the members of the Legislature with whom the principal and any individuals designated in item (1) have a special relationship and describe each relationship

*Response required

Officials*

List the officials of state departments, agencies, boards, and commissions with whom the principal and any individuals designated in item (1) have a special relationship and describe that relationship.

*Response required

Principal's Relationship*

Describe the principal's relationship with the Governor and his administration.

*Response required

Advocate*

Describe specifically how the principal and/or staff are qualified and positioned to be an effective advocate on behalf of the Authority, with one or more of the following audiences: Governor and his administration, majority party of the Legislature, minority party of the Legislature, Orange County delegation, California Transportation Commission, California Department of Transportation, and Public Utilities Commission.

*Response required

Key Personnel Availability*

Provide a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

*Response required

4. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of Authority's needs and requirements.

Offeror to:

Approach*

Describe the approach to representing the Authority in Sacramento. The approach to the work plan shall be of such detail to demonstrate the Offeror's ability to accomplish the project objectives and overall schedule.

*Response required

Two Year Outlook*

Briefly describe your outlook for the next two years on issues affecting the Authority at the state level.

*Response required

Key Advocacy Goals*

Based upon your knowledge of the Authority, describe your recommendations of key advocacy goals for the 2027-28 and 2028-29 legislative sessions, and how your firm would assist the Authority in achieving those goals.

*Response required

Samples*

Provide samples of past reports, informational materials, and written correspondence which show specific accomplishments similar to what you would expect to accomplish for the Authority.

*Response required

Special Issues or Problems*

Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.

*Response required

Enhancements or Procedural/Technical Innovations to Scope of Work*

Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Do you have any such enhancements or innovations to propose?

☐ Yes
☐ No

*Response required

When equals "Yes"

Enhancements or Innovations*

You have indicated that you have enhancements or procedural or technical innovations to the Scope of Work to propose. As previously stated, such enhancements or innovations must not materially deviate from the objectives or required content of the project.

*Response required

5. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

Exceptions or Deviations*

Do you have any exceptions and/or deviations from the requirements of this RFP?

☐ Yes
☐ No

*Response required

When equals "Yes"

Exceptions or Deviations - Yes*

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

- Proposal_Exceptions_and_Dev...

*Response required

6. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services described in the Scope of Work for this RFP.

Price Summary Sheet*

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a firm-fixed-price contract specifying firm-fixed monthly rates to complete the Scope of Work.

*Response required

7. Forms

Campaign Contribution Disclosure Form*

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form must be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only one copy of the completed form(s) as part of its proposal and it must be included in only the original proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection on October 26, 2026 . The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Committee date on October 15, 2026 and sent via e-mail to the Contract Administrator.

- Campaign Contribution Discl...

*Response required

Status of Past and Present Contracts Form*

Offeror shall complete and sign the form entitled “Status of Past and Present Contracts” provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit the completed form(s) as part of its proposal.

- Status_of_Past_and_Present_...

*Response required

8. Submittal

Appendices*

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

*Response required

Submittal Confirmation*

Proposer hereby certifies that all information provided within this proposal is accurate to the best of their knowledge. Proposer acknowledges that they have examined and carefully studied all RFP and Contract Documents and any Addenda and that they have provided any necessary proof of their authority to submit a proposal on behalf of the Company/Firm Name stated on the proposal thereby committing the Company/Firm to the information contained within.

☐ Please confirm

*Response required

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

No.	Evaluation Criteria	Scoring Method	Weight (Points)
1.	**Qualifications of the Firm** Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.	0-5 Points	25 *(25% of Total)*
2.	**Staffing and Project Organization** Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.	0-5 Points	35 *(35% of Total)*
3.	**Work Plan** Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of resource allocation among the tasks; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.	0-5 Points	25 *(25% of Total)*
4.	**Cost and Price** Reasonableness of the total price as well as the individual tasks; competitiveness with other offers received; adequacy of data in support of figures quoted.	0-5 Points	15 *(15% of Total)*

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established August 24, 2026, as the date(s) to conduct virtual interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the Legislative and Communications Committee and/or Board of Directors will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Legislative Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action.

C. AWARD

The Authority's Board of Directors will consider the selection of the firm(s) recommended by the Board Committee.

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that the Authority's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Board Committee.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via the Authority's OpenGov Procurement portal. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

Sacramento Legislative Advocacy and Consulting Services
Scope of Work

Reporting Relationship

The Executive Director of Government Relations and Manager of State and Federal Relations and/or their designee(s) will be the key contacts and will coordinate the work of the CONSULTANT. The Orange County Transportation Authority (OCTA), at its sole discretion, may enter into more than one contract with additional firms with a Reporting Relationship of:



Role of the CONSULTANT

Under the direction of the Executive Director of Government Relations and Manager of State and Federal Relations and/or their designee(s), the CONSULTANT shall be responsible for implementing the objectives described below.

Requirements

Applicant, and designated legislative advocate(s), must be registered with the Secretary of State as an active lobbyist, and be in good standing with the Fair Political Practices Commission.

Objectives

Objective 1: Maintain regular contact with the Governor's office; members of the Legislature and committee staff; and state departments, agencies, boards, commissions, committees, and staff to determine impending changes in laws, regulations, and funding priorities that relate to the OCTA.

- Meet with members of the Governor's office and Legislature to discuss policy issues affecting OCTA.
- Meet with members and staff of state agencies on issues that could impact the programming, delivery and funding of OCTA projects and services, including the California Transportation Commission; California State Transportation Agency; California Department of Transportation; and the California Air Resources Board.
- Track and attend meetings and actions by state agencies directly impacting transportation, including those associated with the Department of Finance; California Department of Tax and Fee Administration; Office of Land Use and Climate Innovation; California State Transportation Agency, Department of Transportation; California High-Speed Rail Authority; California Highway Patrol; California Department of Motor Vehicles; California Public Utilities Commission; California Environmental Protection Agency; and California Air Resources Board

Objective 1 Deliverable:

- Electronic reports detailing meetings with legislative and administrative offices and key issues discussed.
- Schedule meetings with members of the Legislature, Governor, and Administration.
- Attend any meetings with legislative staff, Member of the Legislature and/or members of the Administration directed by OCTA staff on key issues of importance.

Objective 2: Notify OCTA of anticipated, newly introduced or amended state legislation and proposed regulations, which could impact OCTA.

- Provide bill number and brief summary of introduced or amended state legislation via e-mail.
- Provide information relative to legislative hearings.
- Provide information on bills' sponsors, supporters, and opponents.
- Notify OCTA of any deadlines, and make strategic recommendations related to such.
- Advise OCTA of proposed transportation, environmental, employment, and safety related legislation and regulations which could impact OCTA and provide copies as requested.

Objective 2 Deliverables:

- Copies of proposed legislation and regulations as requested.
- Electronic notification of introduced bills and amendments, with summaries.
- Notification of legislative hearings.

Objective 3: Advocate consistent with OCTA's legislative program and positions on proposed legislation and regulations, including funding and transportation programming priorities as adopted by the Board.

- Participate in the preparation of OCTA's legislative program by informing staff of upcoming legislative proposals, budget forecasts, and potential policy issues.
- Assist in securing authors and drafting language for sponsor bills.
- Assist in drafting amendments to legislation and regulations.
- Build coalitions to support OCTA's positions on significant legislation.
- Testify on behalf of OCTA on Board-adopted positions on legislation at committee and floor hearings, as appropriate.
- Provide copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Participate in transit and transportation lobbying coalitions.
- Analyze and prepare advice on the proposed state budget as it relates to transportation, including, but not limited to, identifying decreases/increases in existing programs, new funding sources, and strategies to enhance transportation funding for OCTA.

Objective 3 Deliverables:

- Copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Participation in strategy meetings for the legislative platform, bill proposals, and coalition coordination.
- Budget analyses.

Objective 4: Provide written and oral reports.

- While the Legislature is in session, highlight significant transportation and related issues in Sacramento of importance to OCTA as needed.
- Submit a monthly written report of advocacy activities and accomplishments.
- As needed, present an in-person report to the Board or the Legislative Committee during a regular meeting. At least one in-person meeting should occur to develop legislative strategy.
- Once per month, participate via telephone or video conference in the Legislative Committee meeting or other designated committee of the Board.
- Maintain close contact with the Executive Director of Government Relations and/or Manager of State and Federal Relations, or their designee(s) on issues of importance, which may include scheduling of regular check-in calls.
- Provide electronic updates via e-mail to designated recipients on meetings of the Legislature, transportation issues of importance, press releases, and other issues of importance to OCTA.

Objective 4 Deliverables:

- Written reports highlighting significant transportation and related developments in Sacramento, as needed.
- Monthly written report of advocacy activities and accomplishments.
- As needed, oral presentations to the Board or Legislative Committee.
- As needed, an in-person legislative strategy session with Members of the Board of Directors.
- Monthly conference calls with the Legislative Committee or other designated committee.
- Electronic updates on issues of importance.

Objective 5: Maintain Sacramento office.

- Maintain an office in Sacramento, convenient to the State Capitol.
- Provide briefings at office prior to meetings at the Capitol.
- Have available an office for use by Board Members and staff while performing OCTA business in Sacramento.

Objective 5 Deliverable:

- Office in Sacramento.

Objective 6: Provide monthly invoices of services.

- Provide a written summary of meetings attended on behalf of OCTA.
- Provide a list of issues advocated during the month and status.

Objective 6 Deliverable:

- Monthly invoice that includes a written summary of meetings attended on behalf of OCTA and a list and status of the issues advocated for OCTA during the month.

LIMITATION ON GOVERNMENTAL DECISIONS

Nothing contained in this scope of work permits Consultant personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit OCTA to any course of action or enter into any contractual agreement on behalf of OCTA. In addition, Consultant's personnel shall provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by OCTA personnel, counsel, and management.

PRICE SUMMARY SHEET

STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES

Enter below the proposed firm-fixed monthly rate to perform the services described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, and profits. The Authority's intention is to award a firm-fixed price contract.

Initial Term: January 1, 2027 – December 31, 2028

Fully-Burdened Monthly Rate:

Year 1 1/1/27 – 12/31/27	Year 2 1/1/28 – 12/31/28
$_____	$_____

First Option Term: January 1, 2029 through December 31, 2030

Fully-Burdened Monthly Rate:

Year 3 1/1/29 – 12/31/29	Year 4 1/1/30 – 12/31/30
$_____	$_____

Second Option Term: January 1, 2031 through December 31, 2032

Fully-Burdened Monthly Rate:

Year 5 1/1/31 – 12/31/31	Year 6 1/1/32 – 12/31/32
$_____	$_____

PROPOSED AGREEMENT NO. C250342

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

_____

THIS AGREEMENT is effective as of this _____ day of _____, 2026 ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY") and _____, _____ (hereinafter referred to as "CONSULTANT").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONSULTANT to provide State Legislative Advocacy and Consulting Services; and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONSULTANT has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONSULTANT wishes to perform these services; and

WHEREAS, the AUTHORITY's Board of Directors authorized this Agreement on _____.

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONSULTANT as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AUTHORITY and CONSULTANT and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or

conditions.

B. AUTHORITY's failure to insist in any one or more instances upon CONSULTANT's performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of AUTHORITY's right to such performance or to future performance of such terms or conditions and CONSULTANT's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this reference, incorporated in and made a part of this Agreement. All services shall be provided at the times and places designated by AUTHORITY.

B. CONSULTANT shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this Agreement.

Names / Functions

C. No person named in paragraph B of this Article, or his/her successor approved by AUTHORITY, shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon function or level of commitment hereunder be changed, without the prior written consent of AUTHORITY.

D. Should the services of any key person become no longer available to CONSULTANT, the resume and qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key person, unless CONSULTANT is not provided with prior notice by the departing employee. AUTHORITY shall respond to CONSULTANT within seven (7) calendar days following receipt of these qualifications concerning acceptance of the candidate for replacement.

ARTICLE 4. TERM OF AGREEMENT

A. This Agreement shall commence upon the effective date of this Agreement, and shall continue in full force and effect through December 31, 2028, unless earlier terminated or extended as provided in this Agreement.

B. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an additional twenty-four (24) months, commencing January 1, 2029, and continuing through December 31, 2030 (First Option Term), and thereupon require CONSULTANT to continue to provide services, and otherwise perform, in accordance with Exhibit A, entitled “Scope of Work,” and at the rates set forth in Article 5, “Payment.”

C. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an additional twenty-four (24) months, commencing January 1, 2031, and continuing through December 31, 2032 (Second Option Term), and thereupon require CONSULTANT to continue to provide services, and otherwise perform, in accordance with Exhibit A, entitled “Scope of Work,” and at the rates set forth in Article 5, “Payment.”

D. AUTHORITY’s election to extend the Agreement beyond the Initial Term shall not diminish its right to terminate the Agreement for AUTHORITY’s convenience or CONSULTANT’s default as provided elsewhere in this Agreement. The “maximum term” of this Agreement shall be the period extending from commencement through December 31, 2032, which period encompasses the Initial Term, First Option Term, and Second Option Term.

ARTICLE 5. PAYMENT

A. For CONSULTANT's full and complete performance of its obligations under this Agreement, and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AUTHORITY shall pay CONSULTANT on a firm fixed price basis in accordance with the following provisions.

B. CONSULTANT shall invoice AUTHORITY on a monthly basis for payments corresponding to the work actually completed by CONSULTANT. Work completed shall be documented in a monthly progress report prepared by CONSULTANT, which shall accompany each invoice submitted by CONSULTANT. AUTHORITY shall pay CONSULTANT at the firm-fixed rates specified in Exhibit B, entitled "Price Summary Sheet," which is attached to and by this reference, incorporated in and made a part of this Agreement. These rates shall remain fixed for the term of this Agreement and are acknowledged to include CONSULTANT's overhead costs, general costs, administrative costs and profit. CONSULTANT shall also furnish such other information as may be requested by AUTHORITY to substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to make full payment until such time as CONSULTANT has documented to AUTHORITY's satisfaction, that CONSULTANT has fully completed all work required. AUTHORITY's payment in full shall constitute AUTHORITY's final acceptance of CONSULTANT's work.

C. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in duplicate to AUTHORITY's Accounts Payable office. CONSULTANT may also submit invoices electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice shall be accompanied by the monthly progress report specified in paragraph C of this Article. AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each invoice. Each invoice shall include the following information:

   1. Agreement No. C250342;
   2. Specify the effort for which payment is being requested;

3. The time period covered by the invoice;
4. Total monthly invoice (including project-to-date cumulative invoice amount);
5. Monthly Progress Report;
6. Weekly certified payroll for personnel subject to prevailing wage requirements, if applicable;
7. Certification signed by the CONSULTANT or his/her designated alternate that a) The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup information included with the invoice is true, complete and correct in all material respects; c) All payments due and owing to subconsultants and suppliers have been made; d) Timely payments will be made to subconsultants and suppliers from the proceeds of the payments covered by the certification and; e) The invoice does not include any amount which CONSULTANT intends to withhold or retain from a subconsultant or supplier unless so identified on the invoice;
8. Any other information as agreed or requested by AUTHORITY to substantiate the validity of an invoice.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONSULTANT mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for CONSULTANT's profit) shall be _____ Dollars ($_____.00) which shall include all amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE 7. NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

To CONSULTANT:	To AUTHORITY:
	Orange County Transportation Authority
	550 South Main Street
	P.O. Box 14184
	Orange, CA 92863-1584
ATTENTION:	ATTENTION:
Name	Name: Georgia Martinez
Title:	Title: Department Manager, Procurement
Phone:	Phone: (714) 560-5605
Email:	Email: gmartinez@octa.net

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONSULTANT's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONSULTANT's personnel performing services under this Agreement shall at all times be under CONSULTANT's exclusive direction and control and shall be employees of CONSULTANT and not employees of AUTHORITY. CONSULTANT shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONSULTANT's personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said personnel, or allegations involving any other independent contractor misclassification issues, CONSULTANT shall defend and indemnify AUTHORITY in relation to any allegations made.

ARTICLE 9. INSURANCE

A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during the entire term of the Agreement. Coverage shall be full coverage and not subject to self-

insurance provisions. CONSULTANT shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and Personal Injury Liability, and Property Damage with a minimum limit of $1,000,000 per occurrence, $2,000,000 general aggregate and $2,000,000 Products/Completed Operations aggregate;
2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of $1,000,000 for each accident;
3. Workers' Compensation with limits as required by the State of California including a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and
4. Employers' Liability with minimum limits of $1,000,000 per accident, $1,000,000 policy limit-disease, and $1,000,000 policy limit employee-disease.

B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket additional insured endorsement, designating the AUTHORITY, its officers, directors and employees as additional insureds on general liability and automobile liability, as required by Agreement. Proof of insurance coverage must be received by AUTHORITY within ten (10) calendar days from the effective date of the Agreement and prior to commencement of any work. Such insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the AUTHORITY. Furthermore, AUTHORITY reserves the right to request certified copies or review all related insurance policies, in response to a related loss.

C. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall maintain insurance coverage in the amounts required of CONSULTANT as provided in the Agreement. Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial General Liability, and Auto Liability insurance policies.

D. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

E. CONSULTANT shall submit required insurance certificates to AUTHORITY's insurance tracking contractor, InsureTrack. CONSULTANT shall respond directly to InsureTrack's request for updated insurance certificates and other insurance-related matters by email to octa@instracking.com.

F. CONSULTANT shall include on the face of the certificate of insurance, the following information:

1. The Agreement Number C250342 and, the Department Manager, Procurement's Name, Georgia Martinez.
2. For Certificate Holder: The Orange County Transportation Authority, its officers, directors, employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV 89160.

ARTICLE 10. ORDER OF PRECEDENCE

Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1) the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 250342; (3) CONSULTANT's proposal dated _____; (4) all other documents, if any, cited herein or incorporated by reference.

ARTICLE 11. CHANGES

A. By written notice or order, AUTHORITY may, from time to time, order work suspension and/or make changes in the general scope of this Agreement, including, but not limited to, the services furnished to AUTHORITY by CONSULTANT as described in the Scope of Work. If any such work suspension or change causes an increase or decrease in the price of this Agreement or in the time required for its performance, CONSULTANT shall promptly notify AUTHORITY thereof and assert its claim for adjustment within ten (10) calendar days after the change or work suspension is ordered, and an equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONSULTANT from proceeding immediately with the Agreement as changed.

B. CONSULTANT shall only commence work covered by an amendment after the amendment is

executed by AUTHORITY.

ARTICLE 12. DISPUTES

A. Except as otherwise provided in this Agreement, when a dispute arises between CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If project managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts Administration and Materials Management (CAMM), who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to CONSULTANT. The decision of the Director, CAMM, shall be the final and conclusive administrative decision.

B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with the performance of this Agreement and in accordance with the decision of AUTHORITY's Director, CAMM. Nothing in this Agreement, however, shall be construed as making final the decision of any AUTHORITY official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

ARTICLE 13. TERMINATION

A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part, by giving CONSULTANT written notice thereof. Upon said notice, AUTHORITY shall pay CONSULTANT its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY to be reasonably necessary to effect such termination. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under this Agreement.

B. In the event either Party defaults in the performance of any of their obligations under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon receipt of such notice, CONSULTANT shall immediately cease work, unless the notice from AUTHORITY provides otherwise. Upon receipt of the notice from AUTHORITY, CONSULTANT shall submit an invoice for work and/or services performed prior

to the date of termination. AUTHORITY shall pay CONSULTANT for work and/or services satisfactorily provided to the date of termination in compliance with this Agreement. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such termination.

ARTICLE 14. INDEMNIFICATION

CONSULTANT shall indemnify, defend and hold harmless AUTHORITY, its officers, directors, employees and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers in connection with or arising out of the performance of this Agreement.

ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONSULTANT either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONSULTANT, without the prior written consent of AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONSULTANT of its obligations to comply fully with all terms and conditions of this Agreement.

B. AUTHORITY hereby consents to CONSULTANT's subcontracting portions of the Scope of Work to the parties identified below for the functions described in CONSULTANT's proposal. CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT, not AUTHORITY, is solely responsible for payment to the subcontractor for the amounts owing and that the subcontractor shall have no claim, and shall take no action, against AUTHORITY, its officers, directors, employees or sureties for nonpayment by CONSULTANT.

Subcontractor Name	Addresses	Subcontractor Amounts

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONSULTANT shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONSULTANT's accounting books, records, payroll documents and facilities, as AUTHORITY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONSULTANT is unable, or potentially unable to render impartial assistance or advice to the AUTHORITY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to the AUTHORITY in writing Conflict of Interest issues as soon as they are known to the CONSULTANT. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AUTHORITY determines that CONSULTANT, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board disclosing all required financial interests.

/

ARTICLE 18. CODE OF CONDUCT

CONSULTANT agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party contracts, which is hereby referenced and by this reference is incorporated herein. CONSULTANT agrees to include these requirements in all of its subcontracts.

ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS

CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY

In connection with its performance under this Agreement, CONSULTANT shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE 22. PROHIBITED INTERESTS

A. CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. No member of or delegate to, the Congress of the United States shall have any interest, direct

or indirect, in this Agreement or to the benefits thereof.

ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS

A. The originals of all letters, documents, reports and other products and data produced under this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made for CONSULTANT's records but shall not be furnished to others without written authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein shall be retained by AUTHORITY.

B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings, descriptions, and all other written information submitted to CONSULTANT in connection with the performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any purposes other than the performance under this Agreement, nor be disclosed to an entity not connected with the performance of the project. CONSULTANT shall comply with AUTHORITY's policies regarding such material. Nothing furnished to CONSULTANT, which is otherwise known to CONSULTANT or is or becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in any professional publication, magazine, trade paper, newspaper, seminar or other medium without the express written consent of AUTHORITY.

C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be released by CONSULTANT to any other person or agency except after prior written approval by AUTHORITY, except as necessary for the performance of services under this Agreement. All press releases, including graphic display information to be published in newspapers, magazines, etc., are to be handled only by AUTHORITY unless otherwise agreed to by CONSULTANT and AUTHORITY.

ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT

A. In lieu of any other warranty by AUTHORITY or CONSULTANT against patent or copyright

infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its expense any claim or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and CONSULTANT shall pay all costs and damages finally awarded in any such suit or claim, provided that CONSULTANT is promptly notified in writing of the suit or claim and given authority, information and assistance at CONSULTANT's expense for the defense of same. However, CONSULTANT will not indemnify AUTHORITY if the suit or claim results from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered form infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other material not provided by CONSULTANT when such use in combination infringes upon an existing U.S. letters patent or copyright.

B. CONSULTANT shall have sole control of the defense of any such claim or suit and all negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify AUTHORITY under any settlement made without CONSULTANT's consent or in the event AUTHORITY fails to cooperate fully in the defense of any suit or claim, provided, however, that said defense shall be at CONSULTANT's expense. If the use or sale of said item is enjoined as a result of such suit or claim, CONSULTANT, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity thereto.

ARTICLE 25. FINISHED AND PRELIMINARY DATA

A. All of CONSULTANT’s finished technical data, including but not limited to illustrations, photographs, tapes, software, software design documents, including without limitation source code, binary code, all media, technical documentation and user documentation, photo prints and other graphic information required to be furnished under this Agreement, shall

be AUTHORITY's property upon payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement. CONSULTANT further agrees that it shall have no interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

B. It is expressly understood that any title to preliminary technical data is not passed to AUTHORITY but is retained by CONSULTANT. Preliminary data includes roughs, visualizations, software design documents, layouts and comprehensives prepared by CONSULTANT solely for the purpose of demonstrating an idea or message for AUTHORITY's acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AUTHORITY if CONSULTANT causes AUTHORITY to exercise Article 11, and a price shall be negotiated for all preliminary data.

ARTICLE 26. HEALTH AND SAFETY REQUIREMENTS

CONSULTANT shall comply with all the requirements set forth in Exhibit ___, titled "Level 1 SAFETY SPECIFICATIONS." As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall mean "Sub-consultant."

ARTICLE 27. LIMITATION ON GOVERNMENTAL DECISIONS

CONSULTANT shall not make, participate in making, or use its position to influence any governmental decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq. CONSULTANT's personnel performing services under this Agreement shall not authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONSULTANT's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

ARTICLE 28. FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party; and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

/

/

/

/

/

/

/

/

/

/

/

/

/

/

/

/

/

/

IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. C250342 to be executed as of the date of the last signature below.

CONSULTANT

SIGNATURE

DATE SIGNED

ORANGE COUNTY TRANSPORTATION AUTHORITY

DARRELL E. JOHNSON, CHIEF EXECUTIVE OFFICER

DATE SIGNED

APPROVED AS TO FORM:

JAMES M. DONICH, GENERAL COUNSEL

DATE SIGNED

APPROVED:

KRISTIN JACINTO, EXECUTIVE DIRECTOR, GOVERNMENT RELATIONS

DATE SIGNED

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.

B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.

C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.

D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.

E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.

F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

1.2 REGULATORY

A. Injury/Illness Prevention Program
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority’s Project Manager, upon request, within 72 hours.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

B. Substance Abuse Prevention Program
Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

C. Heat Illness Prevention Program
Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. Hazard Communication Program
Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

E. Storm Water Pollution Prevention Plan
The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);

2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.

4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.

B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public

that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.

C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.

D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.

1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.

2. Serious Incident: includes but not limited to property damage of $500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.

3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.

4. Significant Near Miss Incident; includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE

A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.

B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

1.5 PERSONAL PROTECTIVE EQUIPMENT

A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.

B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

1.6 REFERENCES

A. CCR Title 8 Standards (Cal/OSHA)
B. FCR Including 1910 and 1926 Standards
C. NFPA, NEC, ANSI, NIOSH Standards
D. Construction Industry Institute (CII)
E. OCTA Yard Safety Rules

END OF SECTION

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreement for Federal Legislative Advocacy and Consulting Services

Legislative and Communications Committee Meeting of June 18, 2026

Present: Directors Chaffee, Foley, Tavoularis, Tettemer, and Wagner
Absent: Directors Jung and J. Nguyen

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-4-2285 between the Orange County Transportation Authority and Potomac Partners DC to exercise the first option term of the agreement in the amount of $540,000, for federal legislative advocacy and consulting services through December 31, 2028. This will increase the maximum obligation of the agreement to a total contract value of $1,080,000.

June 18, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Federal Legislative Advocacy and Consulting Services

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC for federal legislative advocacy and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2027, through December 31, 2028.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 between the Orange County Transportation Authority and Potomac Partners DC to exercise the first option term of the agreement in the amount of $540,000, for federal legislative advocacy and consulting services through December 31, 2028. This will increase the maximum obligation of the agreement to a total contract value of $1,080,000.

Discussion

Since 2003, the Orange County Transportation Authority (OCTA) has contracted with Potomac Partners DC (PPDC), for federal legislative advocacy services. Through competitive procurements, the OCTA Board of Directors (Board) awarded the federal advocacy contract to PPDC in 2002, 2007, 2010, 2014, 2018, and most recently in 2024. On November 25, 2024, the Board approved a contract with PPDC to provide federal advocacy and consulting services for an initial term of two years through December 31, 2026, with two, two-year option terms.

The federal legislative advocacy and consulting services provided by PPDC are led by principals Richard Alcalde and Daniel Feliz. Through their work for OCTA, PPDC has developed significant long-term relationships with key members in Congress and worked on several priority policy issues and goals for OCTA including helping maintain full federal funding for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor, securing community project funding for the LOSSAN Rail Corridor, Measure M2 projects, and transit services, and bringing key members of Congressional leadership to visit projects in Orange County. In addition, PPDC has advanced policy priorities for OCTA, including restoration of population-based distribution of Surface Transportation Block Grant Program and Congestion Mitigation Air Quality Improvement Program funds and permit reform as part of surface transportation reauthorization.

In 2025, OCTA's annual evaluation of the work performed by PPDC rated the firm as "excellent" in its overall efforts and "very good" in terms of outcomes of key OCTA policy objectives.

Many of the above policy issues are expected to be ongoing in the upcoming session, especially as negotiation and potential implementation of surface transportation reauthorization take place and new members of Congress are installed.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. On November 25, 2024, the Board approved the award of the agreement with PPDC to provide federal legislative advocacy and consulting services. The agreement was awarded on a competitive basis and included a two-year initial term in the amount of $540,000, with two, two-year option terms.

The initial term of the agreement will expire on December 31, 2026. The proposed Amendment No. 1 is to exercise the first option term to extend the agreement through December 31, 2028, in the amount of $540,000, bringing the total contract value to $1,080,000.

In accordance with the existing agreement, PPDC's firm-fixed monthly fee of $22,500 will remain as originally negotiated, therefore pricing is deemed fair and reasonable. The agreement was awarded with no increases to the firm-fixed monthly fee. Exercising the first option term will allow PPDC to continue providing federal legislative advocacy and consulting services to OCTA.

Fiscal Impact

Funding for the project was approved in OCTA's Fiscal Year 2026-27 Budget, Government Relations, Account No. 1412-7519-A3201-E58, and the project is funded through the General Fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2285 with Potomac Partners DC, to exercise the first option term in the amount of $540,000, for continued federal legislative advocacy and consulting services effective January 1, 2027, through December 31, 2028.

Attachments

A. Scope of Work, Federal Legislative Advocacy and Consulting Services
B. Potomac Partners DC, Agreement No. C-4-2285 Fact Sheet

Approved by:



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



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

SCOPE OF WORK
FEDERAL LEGISLATIVE ADVOCACY AND CONSULTING SERVICES

I. General

The federal legislative advocate team will need to address a series of issues and be organized around the federal goals and objectives of the Orange County Transportation Authority's (OCTA) Legislative Platform (Attachment 1). The primary issues and objectives are summarized as follows:

1. Secure a stable and reliable long term surface transportation reauthorization bill, and annual appropriations bills in accordance with current Legislative Platform and Board of Directors (Board)-approved project and program requests.

2. Advocate at the Congressional and Executive Branch levels for federal funding for OCTA projects and programs, including Community Project Funding (CPF) and Congressionally Directed Spending (CDS).

3. Advocate on behalf of OCTA's position on Southern California regional issues in Washington DC, including the 2028 Olympics, air quality mandates, regional goods movement and rail.

4. Seek to maximize funding for all OCTA modal programs in the next surface transportation reauthorization bill, seeking to protect OCTA's discretion in the use and programming of federal funds and maximizing funding on a formula basis.

5. Seek to streamline and accelerate the delivery of federally funded projects, mitigating any impacts from federal regulatory requirements.

6. Advocate for funding of compliance costs for any new federally mandated requirements.

7. Advocate for federal intercity passenger rail funding and permit streamlining for the San Luis Obispo-Los Angeles-San Diego (LOSSAN) corridor, including recommendations for the future protection of the corridor.

II. Coalition Activities

OCTA expects the federal legislative advocate(s) to build and sustain a strong federal coalition in support of OCTA.

1. OCTA Legislative Platform

    1.1 Provide input to and implement OCTA-developed funding strategies for transportation projects including bus transit, rail transit, highway, intelligent transportation systems projects, and any other projects and programs

which may be appropriate to achieve OCTA mobility goals. This can include identifying funding options, informing funding guidance, obtaining support letters and submitting applications for CPF and CDS requests.

1.2 Recommend appropriate activities for OCTA Board members and OCTA staff at various stages of the legislative process.

1.3 Provide general political and advocacy advice to the OCTA.

2. Legislation, Regulations, and Policy

2.1 Notify OCTA of anticipated, newly introduced, or amended federal legislation, regulations, and administrative policy actions which could impact OCTA and provide a legislative analysis on how such action(s) may affect the interest of OCTA.

2.2 Working with OCTA, develop positions and tactics which implement OCTA's strategy objectives regarding the upcoming reauthorization of the surface transportation program.

2.3 Provide information and advice regarding upcoming congressional hearings which may impact policies and programs of OCTA.

2.4 Attend hearings and other public sessions of interest to OCTA.

2.5 Assist in the preparation of testimony before congressional committees, recommending opportunities to highlight OCTA programs and projects. Represent OCTA before committee members and staff, including but not limited to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, the Senate Committee on Banking and Urban Affairs, the Senate Commerce Committee and the Senate Committee on Environment and Public Works.

2.6 Assist in drafting legislative language, and other written materials deemed of interest to OCTA, to ensure that the goals and objectives of OCTA are fulfilled.

2.7 Assist in drafting responses to Federal Register notices and other federal public comment announcements.

2.8 Assist in preparation of appropriate written materials supporting OCTA legislative goals, including letters, talking points, bill summaries and position papers.

3. Liaison and Advocacy Activities

3.1 Orange County Congressional Delegation

3.1.1 Maintain frequent formal and informal contact with the Orange County delegation members and staff to represent and advocate OCTA policies and positions.

3.1.2 Recommend when OCTA Board Members and/or OCTA staff should be in direct contact with members of the Orange County delegation or their key legislative staff.

3.2 House and Senate

3.2.1 Maintain direct and frequent contact with key members and staff of appropriate Senate and House Committees to represent and advocate OCTA policies and positions.

3.2.2 Arrange meetings between key Members of Congress and OCTA personnel as appropriate in Washington, D.C. or Orange County. Provide logistical support for Washington, D.C. visits.

3.2.3 Recommend timing and nature of contacts with the Orange County delegation and other Members of Congress in Washington, D.C.

3.3 Executive Branch

3.3.1 Meet with and arrange meetings with appropriate White House officials and staff, as necessary, to represent and advocate OCTA policies and positions.

3.3.2 Meet with and arrange meetings with appropriate Department of Transportation officials and staff, and other federal agencies, as necessary, to represent and advocate OCTA policies and positions.

III. **Administrative Coordination**

OCTA expects the federal legislative advocates to continuously coordinate with OCTA Board, Chief Executive Officer and staff.

1. Administrative Coordination

1.1 Coordinate all activities with the OCTA State and Federal Relations Manager and Executive Director, Government Relations as appropriate.

1.2 Coordinate with members of the OCTA Board, as appropriate.

1.3 Coordinate with other OCTA consultants, as appropriate.

2. Administrative Reporting and Conferencing

2.1 Preparation of Materials, Conference Calls, Oral Reports, Written Reports, and Additional Assignments.

2.2 Participate via teleconferencing with the OCTA's Manager of State and Federal Relations, other OCTA staff, and other consultants as necessary.

2.3 Provide on-site and in-person oral reports to the Board and meet with appropriate OCTA staff at the OCTA headquarters in Orange, California, as needed. The number of on-site reports is not expected to exceed four (4) per year.

2.4 Submit a written monthly activity and status report, including key advocacy activities undertaken on behalf of OCTA during each month.

2.5 Undertake additional assignments that have been mutually agreed upon by both parties and are necessary to accomplish OCTA's objectives in Washington.

ATTACHMENT 1

ORANGE COUNTY TRANSPORTATION AUTHORITY



Adopted on November 27, 2023

FEDERAL LEGISLATIVE PLATFORM **2023-24**

OCTA

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

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2022-23 is balanced at $1.7 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 419 vehicles.
- Among the top 30 busiest bus transit operations in the nation, providing more than 31 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and approximately 833,000 trips and 972,000 boardings in FY 22-23.
- Three Metrolink commuter-rail lines with nearly 7,000 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of $4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing $14.8 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes with nearly 20 million vehicle trips in FY 2022-23. Owner and operator of the recently opened 405 Express Lanes.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2024 BOARD OF DIRECTORS

Ashleigh Aitken
City Member

Valerie Amezcua
City Member

Doug Chaffee
Supervisor

Andrew Do
Supervisor

Jon Dumitru
City Member

Jamey Federico
City Member

Katrina Foley
Supervisor

Patrick Harper
City Member

Michael Hennessey
Public Member

Gene Hernandez
City Member

Fred Jung
City Member

Farrah N. Khan
City Member

Stephanie Klopfenstein
City Member

Tam Nguyen
Public Member

Vicente Sarmiento
Supervisor

John Stephens
City Member

Donald P. Wagner
Supervisor

Vacant
Caltrans District 12

EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Policy Issues in the 118th Congress ..... Page 3

I. Transportation Funding ..... Page 3

II. IIJA Implementation ..... Page 4

III. Transportation Planning and Programming ..... Page 5

IV. Fiscal Reforms and Issues ..... Page 5

V. Rail Programs ..... Page 6

VI. Goods Movement ..... Page 6

VII. Transportation Security and Emergency Preparedness ..... Page 7

VIII. Environmental and Energy Issues ..... Page 7

IX. Regulatory Requirements ..... Page 8

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

The 2023-24 Federal Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 118th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 118th Congress

A number of significant transportation issues will be discussed in the 118th Congress. OCTA will focus its advocacy efforts on the following principles:

a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements, and services in order to meet the mobility needs of Orange County;

b) Request annual appropriations at least consistent with authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act (IIJA) are maintained in order to meet our county's critical infrastructure needs;

c) Encourage policies and guidance that incentivize public transit ridership;

d) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serves all the residents of Orange County;

e) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;

f) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;

g) Advocate for transit and transportation agencies to be eligible for transportation funding programs under the Inflation Reduction Act;

h) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures;

i) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;

j) Seek support for adaptation and resiliency efforts related to environment for critical transportation infrastructure;

k) Seek funding and other solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor;

l) Seek support, funding, and project streamlining to manage and address sea level rise, beach erosion, landslides, and other environmental impacts along the rail corridor;

m) Encourage federal leadership, in conjunction with state and local collaboration, in developing long-term studies related to potential track relocation in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor;

n) Support the authority to secure direct funding for Orange County projects;

o) Support efforts to preserve local flexibility in the administration of toll lanes and use of toll revenues;

p) Support efforts to ensure local control is maintained in policy decisions made by local transportation agency boards in delivering, funding, and operating transportation programs and projects.

I. TRANSPORTATION FUNDING

Current federal law does not require the appropriation of authorized HTF dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA

will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

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

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

b) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs;

c) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;

d) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;

e) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit operations and facilities, rail lines, and related software systems;

f) Support funding for regional and intercity passenger rail corridors in California;

g) Support funding to develop training information programs to instruct on the use of new technology and address workforce needs at transit and transportation agencies;

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

i) Support efforts to reinstate the state suballocation process regarding the distribution of federal formula funding;

j) Support funding and incentives to develop free- or reduced-fare transit programs without impacting existing programs or creating unfunded mandates.

II. IIJA IMPLEMENTATION

The IIJA (Pub. L. No. 1147-58) authorized over $567 billion over five years for programs. With the IIJA as law, OCTA will focus much of its advocacy efforts in the 118th Congress on implementation efforts that allow state and local government agencies to move forward with a federal partner on critical transportation projects. As such, OCTA will advocate for the following policies:

a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;

b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;

c) Ensure a long-term partnership with the federal government that helps OCTA address capital and operating revenue shortfalls;

d) Oppose unfunded federal mandates that further reduce the resources of state and local transportation agencies;

e) Oppose policies that undermine or limit local control over land use decisions;

f) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;

g) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;

h) Support policies to encourage the safe development, demonstration, deployment, and operation of connected and automated vehicle technologies;

i) Oppose rescissions or other arbitrary funding cuts to transportation programs;

j) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;

k) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share.

III. TRANSPORTATION PLANNING AND PROGRAMMING

In the 118th Congress, OCTA will continue to support the implementation of the IIJA while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

a) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for three-to-five years of operating expenses associated with any fixed-guideway or eligible bus projects;

b) Support expanded use of alternative delivery methods for federally-funded transportation projects;

c) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs;

d) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;

e) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;

f) Advocate for policies to encourage, when possible, a "complete streets" approach to multimodal project planning in order to expedite project delivery;

g) Support shifting the approval of Regional Transportation Plan amendments involving Transportation Control Measures from the Environmental Protection Agency back to the Federal Highway Administration while allowing for an adequate consultation process;

h) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;

i) Encourage cooperation between local, state, and federal partners to mitigate or eliminate any policy that places burdensome requirements on operators related to degradation of facilities and performance;

j) Support streamlining and greater flexibility of Federal Buy America requirements including increased clarification on market availability and technical feasibility of the Build America, Buy America Act requirements created in the IIJA to prevent any unintended disruption to projects and programs;

k) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;

l) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law.

IV. FISCAL REFORMS AND ISSUES

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

a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;

b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy amendment processes that delay project delivery;

c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;

d) Support fiscally-sound proposals to adequately address the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;

e) Support the equitable collection and distribution of sales tax revenue from out-of-state, online retailers (*South Dakota v. Wayfair, Inc.*);

f) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;

g) Support policies that expedite the delivery of transportation improvements or the development of business opportunities in order to create jobs and economic activity in Southern California;

h) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;

i) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;

j) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;

k) Support additional funding flexibility to facilitate the use of alternative mobility providers.

V. RAIL PROGRAMS

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

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

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. OCTA will continue to monitor the development of additional service to ensure that it does not adversely affect other transportation funding sources. Other rail policy priorities include the following:

a) Support funding for rail safety programs, including funding for operation and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;

b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;

c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;

d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers.

VI. GOODS MOVEMENT

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

a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;

b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;

c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;

d) Support regionally-significant grade separation projects that improve the flow of goods and people throughout Southern California;

e) Support local control of goods movement infrastructure and freight mobility projects;

f) Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns;

g) Ensure eligibility for funding and programs is available to all transportation modes that benefit regional goods movement.

VII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

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

a) Support increased funding for training, increased surveillance, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to ensure a more resilient transportation system;

b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;

c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;

d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel;

e) Support efforts to provide sufficient funding for transit agencies to implement physical security, mandated employee screenings, and cybersecurity directives while also incorporating transit agency technical expertise in developing regulatory guidelines and procedures.

VIII. ENVIRONMENTAL AND ENERGY ISSUES

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

a) Seek opportunities to expedite and improve the efficiency of the environmental process without impairing substantive environmental requirements;

b) Seek funding to meet state and local environmental quality requirements, including requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;

c) Support the continuation and expansion of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;

d) Monitor proposals to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;

e) Support expedited review for project development, right-of-way acquisition, and construction activities;

f) Ensure adequate flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;

g) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral.

IX. REGULATORY REQUIREMENTS

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

a) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;

b) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increase operational costs, making it harder to deliver projects and improve mobility in Orange County;

c) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;

d) Oppose policies that limit state or local pension benefit reforms;

e) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as those of private sector partners, in the testing and deployment of autonomous vehicles and related technologies.



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

ORANGE COUNTY TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS CONTACTS

Lance Larson
Executive Director,
Government Relations
714-560-5908
llarson@octa.net

Kristin Jacinto
Manager,
State and Federal Relations
714-560-5754
kjacinto@octa.net

Alexis Leicht
Government Relations
Representative
714-560-5475
aleicht@octa.net

Clara Brotcke
Government Relations
Representative, Associate
714-560-5329
cbrotcke@octa.net

OCTA AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management Agency

550 SOUTH MAIN STREET
P.O. BOX 14184 • ORANGE, CA 92863-1584
714.560.OCTA (6282) • OCTA.NET

ATTACHMENT B

Potomac Partners DC
Agreement No. C-4-2285
Fact Sheet

1. November 25, 2024, Agreement No. C-4-2285, $540,000, approved by the Board of Directors (Board).

   - Agreement to provide federal legislative advocacy and consulting services.
   - The contract term is for a two-year initial term effective through December 31, 2026, with two, two-year option terms.

2. June 22, 2026, Amendment No. 1 to Agreement No. C-4-2285, $540,000, pending approval by the Board.

   - Amendment to exercise the first option term of the agreement effective January 1, 2027, through December 31, 2028.

Total committed to Potomac Partners DC, Agreement No. C-4-2285: $1,080,000.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

A. Approve the guidelines for the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

B. Authorize staff to issue the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program call for projects.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects

Overview

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities Program offers grant opportunities to nonprofit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The program provides funding to augment existing OC Bus fixed-route service, OC ACCESS service, and the Senior Mobility Program in Orange County. Board of Directors' approval of updated program guidelines for the 2026 call for projects and issuance of the call for projects is requested.

Recommendations

A. Approve the guidelines for the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

B. Authorize staff to issue the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program call for projects.

Background

The Federal Transit Administration (FTA) Section 5310 (FTA 5310) program is intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Prior to 2015, Orange County Transportation Authority (OCTA) coordinated with the California Department of Transportation to provide FTA 5310 funding to nonprofit organizations and public agencies supporting transportation services of seniors and individuals with disabilities.

In 2015, through the Fixing America's Surface Transportation Act, the FTA 5310 statute was updated, and in 2016, OCTA began receiving the Orange County share of FTA 5310 funds directly. Consistent with OCTA's state and federal programming guidelines, the FTA 5310 funds were directed to support OCTA's OC ACCESS paratransit services. In addition, beginning with the 2018 Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) call for projects (call), the Board of Directors (Board) approved the use of local funds in lieu of federal FTA 5310 funds for the EMSD program to eliminate the need for local public agencies and nonprofits that seek these funds to navigate the complex federal requirements during project delivery.

The Orange County EMSD Program was developed to mirror the goals and general structure of the FTA 5310 program and retains valuable key program components, including consistency with the Board-approved Orange County Human Services Transportation Coordination Plan (Coordinated Plan) which identifies transportation needs and priorities for seniors and individuals with disabilities throughout Orange County. This Coordinated Plan is updated every four years, and the most recent plan was finalized following Board direction in November 2024. Consistent with FTA 5310 program requirements, at least 55 percent of the EMSD program funds are used for capital projects. Once projects are awarded, OCTA provides project oversight and monitoring. The prior EMSD call took place in 2024, and the Board awarded $8.623 million to 12 nonprofit organizations and six public agencies for 22 projects.

Discussion

The 2026 EMSD Program guidelines (guidelines) have been updated with consideration to the needs, goals, and priorities identified in the current Coordinated Plan as well as ongoing feedback from eligible applicants on funding needs. The funding level is determined by the federal apportionment that OCTA receives from FTA 5310. For this cycle, the funding target is $5.85 million programmed across fiscal years 2026-27, 2027-28, and 2028-29.

To date, staff has presented information on the EMSD Program to the OCTA Technical Advisory Committee, Accessible Transit Advisory Committee, the Senior Mobility Program Roundtable, has held scheduled discussions with several Coordinated Plan stakeholders and interested EMSD applicants and held a guidelines development workshop on May 6, 2026, to collect feedback on the existing EMSD Program.

The recommended 2026 EMSD Program call guidelines will continue to support vehicle and equipment acquisition, operating assistance, and mobility management.

Proposed guideline revisions are based on stakeholder feedback, and include significantly simplifying the evaluation criteria, clarifying program requirements, and providing flexibility in vehicle acquisition requirements based on the current vehicle market.

Major revisions to the program include:

- Revised maximum funding limits per applicant and per application type, as detailed in Attachment A.
- Streamlined the application and evaluation criteria.
- Transitioned to a three-year call cycle, allowing for grant periods of up to 36 months, contingent upon federal reauthorization and the availability of future FTA 5310 apportionments.
- Clarified and refined program language.
- Revised program goals to align with the 2024 Coordinated Plan.
- Provided clarity on pre-award project start.
- Streamlined drug and alcohol reporting.

EMSD Program applications will be evaluated based on consistency with the program goals and the current Coordinated Plan, applicant experience, implementation plans, program performance indicators, and coordination and outreach efforts. The updated and recommended 2026 EMSD Program guidelines are included as Attachment A.

Key milestones for the 2026 EMSD call are as follows:

Milestone	Date
OCTA Board consideration of 2024 EMSD Program guidelines and issuance of call	June 22, 2026
Eligible applicant agencies office hours with OCTA staff	July 13-24, 2026
Applications are due by 4:00 p.m.	August 28, 2026
Project eligibility reviews and evaluations	August – November 2026
EMSD funding recommendations presented to the OCTA Board	December 2026

Next Steps

With Board approval, OCTA will issue the 2026 EMSD Program call and notify eligible agencies. Staff has planned office hours pending Board approval of the guidelines and the call and will also be available to meet with eligible applicants before the application due date. Once the eligible applicants submit project nominations, OCTA staff will evaluate applications and return to the Board in December 2026 with funding recommendations.

Summary

Staff is recommending Board approval of the 2026 EMSD Program guidelines and authorization to issue the 2026 EMSD Program call.

Attachment

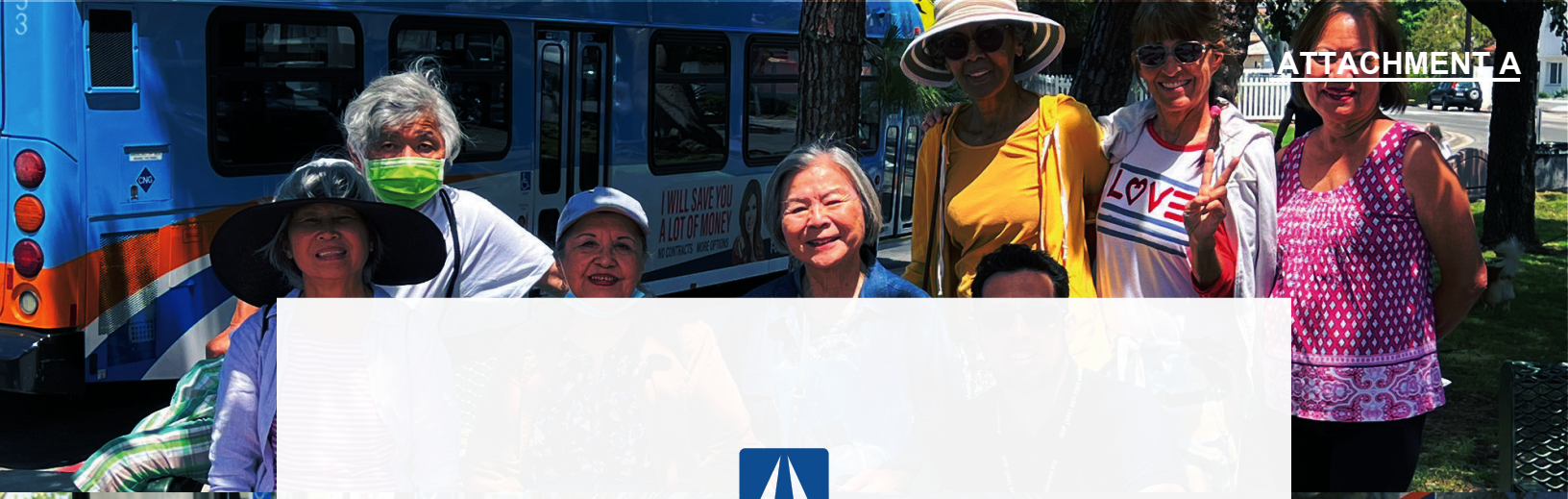
A. 2026 Enhanced Mobility for Seniors and Disabled Grant Program Guidelines Call for Projects

Prepared by:

Victor Mireles
Transportation Funding Analyst
(714) 560-5025

Approved by:

Rose Casey
Executive Director, Planning
(714) 560-5729



OCTA

2026

Enhanced Mobility for Seniors and Disabled Grant Program Guidelines

Call for Projects

ORANGE COUNTY TRANSPORTATION AUTHORITY













Table of Contents

Purpose and Authority 1
Roles and Responsibilities 1
Program Goals 1
Background 2
2026 Call 2
EMSD Program Schedule 2
Eligible Applicants 2
Public Hearing for Public Agencies 2
Coordination 3
Funding Priorities 3
Eligible Project Categories and Availability of Funds 3
Capital Projects 3
California Association for Coordinated Transportation (CalACT) Purchasing Cooperative 4
Vehicle Acquisition Cost-Effectiveness Requirements 4
Operating Projects 5
Award Limitations and Matching Fund Requirements 5
Indirect Costs 6
Contingency Costs 6
Evaluation Criteria 6
Capital and Operating Evaluation Criteria 6
Accountability Evaluation 7
Provisions of Use Criteria 7
Pre-Award Authority 8
Timely-Use of Funds 8
Extension Requests, Scope Changes and Cost Savings 8
Cost Increases 9
Invoices and Reimbursements 9
Reporting 10
Insurance Requirements 10
Additional Program Requirements 10
Required Drug and Alcohol Programs and Related Reporting 10
Required Driver Training for Vehicles 11
Required Maintenance for Vehicles and Equipment 12
Submittal Requirements 12
OCTA Contacts 13
EMSD Program Managers 13
EMSD Project Implementation Manager 13

Purpose and Authority

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Grant Program call for projects (call) is intended to enhance the mobility of seniors and individuals with disabilities by providing local transportation funding to meet the transportation needs of seniors and individuals with disabilities where public transportation services may not appropriately meet their needs. The EMSD Grant Program offers grant opportunities to nonprofit organizations (nonprofits) and local public agencies to help meet these needs. The EMSD Program directly supports the Orange County Transportation Authority (OCTA) 2024 Human Services Transportation Coordinated Plan (Coordinated Plan) by funding local transportation projects that address identified service gaps, meet priority mobility needs, and advance the Coordinated Plan's goals to sustain and enhance transportation options for older adults, people with disabilities, and individuals with low income.

Roles and Responsibilities

OCTA administers the EMSD Grant Program in alignment with the Coordinated Plan. OCTA's role is to ensure that EMSD funds are awarded and managed in a manner that supports identified mobility needs for older adults and people with disabilities. OCTA responsibilities include:

- Issuing the call for projects and providing program guidance.
- Evaluating eligible applications and recommending projects for OCTA Board of Directors (Board) consideration.
- Executing and administering cooperative agreements with awarded grantees.
- Providing general program oversight and monitoring throughout the period of performance.
- Ensuring funds are administered consistent with these guidelines and the Coordinated Plan.

Eligible applicants and awarded grantees are responsible for proposing projects that address unmet transportation needs identified in the Coordinated Plan. If awarded, grantees are responsible for implementing projects in accordance with the approved scope and cooperative agreement. Responsibilities include:

- Demonstrating how the proposed eligible project addresses at least one mobility need or strategy identified in the Coordinated Plan. Conducting required public hearings, if applicable.
- Entering into and complying with the terms of the cooperative agreement for the awarded project.
- Providing the required local match and ensuring financial readiness to deliver the project.
- Implementing the project consistent with the approved scope, schedule, and budget.
- Delivering services or acquiring capital assets consistent with the approved application.
- Maintaining appropriate documentation and submitting required reports and invoices.
- Complying with all applicable program requirements throughout the project term.

Program Goals

The EMSD Program is intended to meet the transportation needs of older adults and people with disabilities when transportation services provided are unavailable, insufficient, or inappropriate to meet these needs. The Program advances strategies identified in the Coordinated Plan and supports the following goals:

- Supporting transportation sustainability and capacity and addressing funding and staffing challenges identified by human service providers.
- Improving mobility for underserved areas and populations with limited or insufficient transportation services.
- Enhance weekend and evening mobility options where gaps were widely identified.
- Support safe, reliable door-to-door transportation for medical, shopping, and social needs, the top trip categories identified by riders.
- Encourage coordination and joint efforts between agencies to share resources, consistent with identified strategies of the Coordinated Plan.

Projects funded through EMSD must support at least one unmet need or strategy identified in the 2024 Coordinated Plan. Strong proposals will demonstrate how the project:

- Supports medical, shopping, social, or other high-demand trip categories;
- Expands weekend/evening or door-to-door capacity;
- Improves service reliability and rider experience;
- Serves areas with limited transit availability;
- Builds agency capacity and sustainability;.
- Enhances coordination with other transportation programs.

Background

Since 2018, the Orange County EMSD Grant Program replaces the Federal Transit Administration Section 5310 (FTA 5310) Program by providing local funding support in lieu of federal funding, which allows grantees to streamline project implementation and reduce the risk of non-compliance with federal requirements. Due to the long-standing success of the FTA 5310 grant program, all beneficial elements of that program have been retained.

2026 Call

The 2026 EMSD call will make up to $5.85 million in local funds available for eligible and high scoring projects. Funding availability is based on the FTA 5310 apportionment to OCTA and is subject to change. All projects proposed and considered for funding are required to be included in the Coordinated Plan. Under FTA guidelines, the Coordinated Plan is required to be updated every four years. This call will award projects consistent with that plan.

Additional funding has been augmented to this call to support a three-year program cycle, allowing projects to be funded over an extended period of performance (up to 36 months). EMSD will program funding across a three-year cycle, utilizing a portion of a future year FTA 5310 apportionment. Funding for the 2026 EMSD call will be contingent upon the outcome of the federal reauthorization bill and the availability of future apportionments. All future year funding assumptions are subject to the passage or continuation of a federal surface transportation authorization act. OCTA will monitor federal actions and adjust, if necessary, to ensure consistency with available funding and program requirements.

EMSD Program Schedule

EMSD Schedule (Subject to Change)	
May 6, 2026	EMSD Program Workshop (Virtual)
June 22, 2026	Call for Applications Opens
July 13-24, 2026	Application Office Hours
August 28, 2026	Application Due Date by 4 p.m.
August – November 2026	Application Reviews and Scoring
December 2026	OCTA Board Consideration of EMSD Funding Recommendations
December 2026 / January 2027	Awarded Applicant Office Hours

Eligible Applicants

Eligible applicants include:

- Private nonprofit organizations providing transit services for older adults and people with disabilities, and
- Public agencies where private nonprofits are not readily available to provide the proposed service for these individuals (see **Public Hearing for Public Agency** section).

Public Hearing for Public Agencies

Nominating public agencies, including all 34 Orange County (County) cities and the County, are required to schedule and hold a public hearing, and notify relevant nonprofits as soon as possible to proceed with the application process to establish coordination and ensure services are not duplicated or overlapping in scope. Documentation of a public hearing being held will be required as part of the application package. Public hearings should be scheduled in

advance of the application due date with all applicable documentation included as part of the submittal package. Applications without required public hearing documentation will not be considered.

Coordination

Inter-agency coordination is highly recommended. OCTA encourages agencies to work in partnership with other agencies to better offer well-rounded and coordinated services or use of vehicles and/or equipment. The EMSD Program emphasizes the importance of coordinated planning. Priority will be given to nominations that successfully show inter-agency coordination and demonstrate partnership(s).

Funding Priorities

1. Capital
2. Operating
   a. Existing Operating Assistance Services Only
   b. Mobility Management (New, Expansion, or Continuation)

Eligible Project Categories and Availability of Funds

Funds will be available for two categories and distributed to organizations and agencies serving Orange County based on the funding priorities above. To support the transportation needs and service gaps identified in the Coordinated Plan, priority consideration will be given to capital projects that directly address documented mobility challenges in Orange County. This includes acquisition of:

- Wheelchair-accessible vehicles to address the countywide shortage of accessible vehicles;
- Vehicles that will operate in areas with limited or no specialized transportation services;
- Vehicles that will support medical transportation, including trips to clinics, hospitals, specialists, and therapy appointments (identified as the most frequently requested trip purpose in the Coordinated Plan).

These priorities help ensure EMSD capital investments directly respond to documented regional mobility needs for seniors and individuals with disabilities.

Project Category	**Funding availability**
Capital	$3.22 million (minimum) or 55 percent minimum of awarded funds
Operating	$2.63 million (maximum) or 45 percent maximum of awarded funds
Total	**$5.85 million**

Consistent with FTA 5310 requirements, at least **55 percent** of funds ($3.22 million) must be used for "traditional" capital projects. That is, those public transportation **Capital** projects planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. As a result, the **Operating** projects category is limited to a total target of $2.63 million award maximum, and the funding that goes to operations cannot be greater than **45 percent** of the total available funding.

Capital Projects

Project Types	**Eligible Activities**
Vehicle and Equipment Acquisition:	Vehicle leases or purchases; service-related equipment purchases including wheelchair lifts, ramps, securement devices, dispatching devices, computer hardware, software, and related transportation equipment as part of a larger capital project.
Small Capital Purchases:	Standalone computer hardware, software, dispatching devices, communication tools, and other equipment directly tied to transportation operations.

Capital projects will consist of vehicle leases or purchases. This includes buses and vans with the purpose of transporting seniors and individuals with disabilities. Vehicles may be either new or used (consistent with used vehicle requirements – see **Vehicle Acquisition Cost-Effectiveness Requirements** section). Vehicles may be

replacements for those currently in operation that have met or exceeded their useful life or to allow expansion of service. For a project to be categorized as replacement vehicles, the vehicles to be replaced must be in active service during the applicant's normal days and hours of operation. Unless an acceptable justification is provided, the vehicle should have met a minimum useful life or will meet its useful life when the replacement vehicle will start service.

Each vehicle acquired (both purchased and leased) must be Americans with Disabilities Act (ADA) accessible and provide a minimum of 10 hours of service per week, where service is provided by the awarded applicant or in coordination with other agencies. Zero-emission vehicles (ZEV) and zero-emission buses (ZEB) are eligible; however, the purchase or installation of ZEV charging equipment is not an eligible expense of the EMSD program.

Useful Life Requirements for Capital Projects

If capital equipment (vehicles, equipment, software, etc.) is purchased using EMSD funds, it is expected that the capital equipment will be used for their entire useful life and/or through termination of the service (see Timely Use of Funds). If termination occurs prior to completion of the capital item's useful life and/or grant term, the grantee shall repay OCTA the same percentage of the sale price [or estimated value of the asset(s)] based on straight line depreciation consistent with the EMSD percentage of initial purchase. Useful life shall be documented in project agreements.

California Association for Coordinated Transportation (CalACT) Purchasing Cooperative

Agencies may acquire vehicles through the CalACT Purchasing Cooperative; however, this is not a requirement of the EMSD program. Agencies that plan to acquire vehicles through CalACT must notify OCTA of their intent as part of the application. For more information, please visit https://calact.org/.

Vehicle Acquisition Cost-Effectiveness Requirements

The purchase of **used** vehicles will be allowed when the proposed used vehicle is determined to be more cost-effective than the purchase of new vehicles and meets the additional used vehicle provisions noted below. Applicants who opt to request funding for the purchase of used vehicles must provide a cost-benefit analysis as part of the project application clearly indicating that the purchase of used vehicles is more cost-effective.

Additional **Used** Vehicle Provisions

Used vehicle purchases will be allowed that meet the following criteria:

- Vehicles are less than three years old (based on model year),
- Vehicles have less than 65,000 miles,
- Vehicles are under warranty,
- Applicants provide proof that multiple vendors were contacted for comparable prices,
- A mechanical inspection was conducted prior to purchase, and
- Vehicles are fully ADA compliant or will be modified to be compliant – including ramps, tie downs, and other safety features.

The **leasing** of new vehicles will be allowed when it is determined to be more cost-effective than purchasing new or used vehicles. Applicants who opt to request funding for leasing must provide a cost-benefit analysis as part of the project application clearly indicating that leasing is more cost-effective. A draft lease agreement must be included as part of the application, and a final lease agreement shall be provided to OCTA upon agreement execution. Cost-effectiveness methodology will be at the discretion of each applicant agency and must be prepared in good faith.

Additional **Leased** Vehicle Provisions (under warranty and inspected prior to purchase)

- Applicants provide proof that multiple vendors were contacted for comparable prices,
- Vehicles are fully ADA compliant or will be modified to be compliant (e.g., ramps, tie downs, and other safety features).

Equipment Purchases

The Capital category may also include the purchase of service-related equipment such as wheelchair lifts, ramps, and securement devices as well as computer hardware (i.e., computers, keyboards, mouses, dispatching devices and software). ZEV charging equipment is not an eligible equipment purchase. Applicants must submit at least one equipment quote consistent with the application, detailing key characteristics. Multiple quotes are preferred. These will serve as an Independent Cost Estimate (ICE), and the lowest quote provided will determine the grant amount.

Small Capital Purchases

Small capital purchases may include computer hardware, tablets, dispatching devices, software, communication tools, and other equipment directly tied to transportation operations that do not meet the minimum requirements of a traditional capital project. These purchases are intended to support service coordination, scheduling and dispatching, rider communication, operational efficiency, and other needs identified in the Coordinated Plan. Applicants must provide justification in the application narrative describing how the purchase supports transportation service delivery and operational needs.

Operating Projects

Operating projects will consist of Operating Assistance and Mobility Management.

Project Types	Eligible Activities
Operating Assistance:	Labor (Staffing) Expenses, Materials (Fuel, Office Supplies), Ongoing Maintenance (including routine vehicle maintenance), Continuation of Services, Contracted Services, and/or First and Last-Mile Trips
Mobility Management:	Coordinating Transportation Services, Traveler/Client Call Centers, Driver/Travel Training, Client Travel Training and Mobility Education, and/or Coordinating/Dispatching Communications System

In alignment with unmet needs identified in the Coordinated Plan, operating assistance that expands weekend, evening, and door-to-door service is strongly encouraged, particularly for medical, grocery, and essential-needs trips where mobility gaps persist.

Award Limitations and Matching Fund Requirements

Applicants may submit applications for either one or both categories. However, the total funding request per applicant may not exceed **$750,000** (not including local match), as noted in the application and project type table below. For the purposes of the EMSD Program, match refers to any non-EMSD funding contribution committed and provided by the lead agency to support a share of the total project expenses. Projects will be required to provide a cash match consistent with the table below.

Application and Project Type	Minimum Grant Request	Maximum Grant Request	Minimum Match Requirement
Capital: Vehicle purchases, leases, and limited supporting equipment	$100,000	$750,000	10 percent
Capital: Standalone Capital Equipment Purchases	$10,000	$100,000	10 percent
Operating: Operating Assistance	$100,000	$600,000	20 percent
Operating: Mobility Management	$50,000	$300,000	10 percent

All sources of the required local cash match must be clearly identified and described in the grant application. In-kind contributions are not eligible to satisfy the local match requirement.

- **The local cash share** of eligible capital expenses (vehicles, supporting and standalone equipment) and Mobility Management costs must be at least 10 percent of the **net project cost**.
- **The local cash share** for eligible operating assistance costs must be at least 20 percent of the **net project cost**.

Indirect Costs

The program will allow for no greater than 10 percent of requested funds to contribute to indirect costs. This will be applicable to the operating category only. Applicants should factor in this limit when structuring their proposed project budgets, demonstrating a clear understanding of how the grant funds will be effectively utilized for both direct and indirect costs. Examples of indirect costs that could be considered include:

- General administrative and overhead costs.
- Office supplies.
- Development of specifications for vehicles and equipment.
- Staff salaries (for capital applications).
- Technical assistance and planning activities.
- Any other costs deemed necessary for the administration, planning, or technical assistance purposes of the project.

Contingency Costs

Contingency is allowed for unforeseen circumstances, such as cost increases or delays, amounting up to 10 percent of the total funds requested in proposed project budgets. This allocation ensures adaptability to changing conditions while minimizing disruptions to project implementation.

Evaluation Criteria

Applications will be considered for funding based on this evaluation criteria and point distribution. Capital and Operating projects will be scored similarly with the criteria detailed below. The criteria align with federal and state goals for FTA 5310 and are the basis for reviewing and selecting applications. All projects are required to be included in the 2024 Coordinated Plan. Applicants must describe:

1. Which Coordinated Plan goals or strategies the project(s) address.
2. Which unmet needs the project fills (e.g., medical access, underserved cities, weekend service, etc.).
3. How the project contributes to sustaining or expanding existing services.

Capital and Operating Evaluation Criteria

EMSD Evaluation Criteria	Max Points
A. **Scope of Work, Goals, Needs, and Objectives** – Project is consistent with EMSD Program goals and clearly addresses at least one mobility need or strategy identified in the Coordinated Plan, such as: wheelchair-accessible vehicle shortages; limited weekend/evening/door-to-door service; medical trip demand; limited access to grocery, senior, or social destinations; or geographic service gaps in underserved areas. Project must provide transportation-related activities beyond ADA minimum requirements.	**15**
B. **Project Implementation, Delivery Plan, and Applicant Ability** – Evaluation of the applicant's capability to successfully deliver the proposed project. Includes delivery plan, staffing, training, maintenance capacity, operational readiness, financial management, dispatching capabilities, and prior experience providing transportation or human services. • **Capital:** Ability to procure, operate, and maintain vehicles/equipment. • **Operating:** Completeness of service plan (routes, schedules, staffing, and marketing).	**15**

C. **Coordination Planning, Outreach, and Gap Identification** – Extent to which the project is coordinated with other agencies, avoids duplication of existing services, and responds to specific gaps identified in the Coordinated Plan. Includes outreach with seniors and individuals with disabilities, consultation with public and nonprofit partners, and demonstrated understanding of local mobility needs. • **Public Agencies:** Held a publicly noticed hearing, notified relevant nonprofits to ensure coordination and avoid duplication, and included required hearing documentation.	**10**
D. **Service Impact and Performance Measures** – Clarity and strength of measurable outcomes, performance indicators, and expected benefits. Evaluation includes ridership projections, mobility outcomes, service hours added, persons served, access to high-demand destinations (e.g., medical), and overall service improvement. • **Capital:** Impact of replacement or expansion vehicles on service efficiency, reliability, wheelchair-accessible vehicles availability, or geographic coverage. • **Operating:** Demonstrated improvements in frequency, reliability, service span (weekends/evenings), or trip availability.	**5**
E. **Emergency Planning and Preparedness and Project Readiness** – Strength of applicant's emergency preparedness plans, drill participation, continuity of operations, and protocols for serving vulnerable populations during emergencies. Including overall project readiness.	**5**
Total Points	**50**

Accountability Evaluation

The 2026 EMSD call will evaluate applicants on past project delivery performance. Up to five points may be deducted from the overall project score for applicants with a history of poor past project delivery performance including in contract execution, timing of expenditures and invoicing, and overall program understanding. This evaluation will ensure continuation of responsible delivery of EMSD-funded projects.

Provisions of Use Criteria

- Upon approval by OCTA's Board, awarded applicants will be notified and will be required to enter into an agreement with OCTA to start the project and receive funding. The agreement will remain in effect throughout the project's period of performance or the equipment's useful life.
- For vehicle purchases, grantees are responsible for the proper use, operating costs, and maintenance of all vehicles and project equipment, and must be prepared to comply with all applicable regulations and requirements.
- For vehicle purchases funded through EMSD, OCTA shall be listed as lienholder on the vehicle title for the duration of the vehicle's useful life and/or grant term, as specified in the cooperative agreement. Grantees shall not transfer, dispose of, or otherwise modify ownership of grant-funded vehicles without prior written approval from OCTA. In the event of vehicle disposition, grantees shall comply with all applicable disposition requirements identified in the cooperative agreement.
- Applicants are responsible for management, oversight, and control over the operations of contracted service and purchased equipment. Appropriate documentation must also be maintained and provided upon request during the project term and through the useful life of the asset or through the period of performance.
- For nonprofit applicants, nonprofit status must be documented as "active."
- Public agencies are required to complete a public hearing prior to the application deadline to verify that they would not be nominating overlapping services or providing services where a nonprofit could. More information on this can be viewed in the Public Hearing for Public Agency section.

Pre-Award Authority

To support timely project delivery and minimize delays, OCTA will provide pre-award authority to awarded applicants upon written notification of award, unless otherwise specified. Pre-award authority allows awarded applicants to begin incurring eligible project costs after the OCTA Board approval date. Awarded applicants may alternatively choose to begin incurring costs at the time the cooperative agreement is fully executed. Conditions:

- Pre-award authority is effective upon written notification from OCTA.
- Reimbursement of costs incurred under pre-award authority will occur only after the cooperative agreement is fully executed by both OCTA and the awarded applicant.
- All pre-award costs are incurred at the applicant's own risk. If the cooperative agreement is not executed, OCTA has no obligation to reimburse any costs.
- All costs must be eligible under these Guidelines and consistent with the approved project scope.
- The project period of performance will be established in the executed cooperative agreement and may include a backfilled start date corresponding to the pre-award period.

Timely-Use of Funds

Funding for the 2026 EMSD call will be made available during Fiscal Years (FY) 2026-27, 2027-28, and 2028-29. All reimbursable work should be completed within the timeframe outlined in the executed agreement. Timely delivery ensures that EMSD investments address immediate needs identified in the Coordinated Plan, including limited availability of weekend/evening services and shortages of wheelchair-accessible vehicles.

For **Capital** projects, applicants will be required to award a contract or execute a purchase after the agreed upon cooperative agreement has been fully executed. Applicants would then have up to 36 months from the agreement's execution to receive and/or install the equipment. The contract execution will serve as the start of the up to 36 month period of performance. The expenditure deadline will also start at the agreement execution, and all eligible awarded funds must be expended by the end of the 36 month period. Extensions of up to one additional expenditure year (12 months) will be considered on a case-by-case basis with a formal letter indicating reasons for the extension.

For **Operating** projects, awarded applicants will be required to show evidence that they have entered into a cooperative or service agreement, as applicable to the funded project, and must start service based on the schedule provided and once the cooperative agreement is fully executed. For existing operating agreements, applicants may request funds to continue service. The date of the OCTA/Agency cooperative or service agreement or start of the continuation of service using the grant funds will begin the up to 36 month period of performance.

Funding for projects that have not (1) started within the requested FY and (2) have not invoiced within 60 days of the end of the FY, may be forfeited and projects will be subject to OCTA approval for any delays. Extensions of up to one additional year (12 months) will be approved on a case-by-case basis. Requests should be made through a letter indicating reasons for the delay and how funds will begin invoicing by June of the extended FY.

Extension Requests, Scope Changes and Cost Savings

Scope changes and extension requests are considered on a case-by-case basis and requests must be submitted via email to OCTA EMSD email at OCTAEMSD@octa.net. Typically, to consider a scope change for approval by staff, OCTA expects the project benefits to match the original application. If the project does not deliver the same benefits, the project request may not be approved and will be presented to the OCTA Board for consideration. Applicants must provide an explanation and justification for the change and include documentation for how project benefits will be impacted and how they compare to the original application. Please note that project extensions are not guaranteed, and OCTA encourages awarded applicants to initiate and complete projects within the original period of performance of the grant.

OCTA will complete a thorough evaluation of the scope change and/or extension request and the potential impact to the project(s) benefits prior to making a recommendation. Major scope changes which significantly impact benefits may require approval by the OCTA Board of Directors. If the applicant reduces the scope of an approved project a reduction in EMSD funds must be applied proportionally to maintain the approved local match percentage.

Cost Savings. Reduced costs associated with a scope reduction will not be considered cost savings. Savings at project completion will either remain with OCTA or be returned to OCTA, if already paid out to the agency.

Cost Increases

The EMSD Grant Program will not cover project cost increases for awarded projects. Applicants commit to cover any cost increases beyond awarded funds and match requirements. Any such cost increases will be the sole responsibility of the awarded grantee.

Invoices and Reimbursements

Costs incurred prior to OCTA Board approval, or that are not consistent with the approved guidelines, will not be reimbursable unless requested by exception.

The EMSD Grant Program provides funding on a reimbursement basis, in accordance with the reimbursement schedule outlined in the table below. Payment procedures, including exceptions for vehicle purchases, are summarized by project type. The lead agency will be required to provide proper documentation with their invoices to validate that the expenditure was properly incurred.

Applicants may begin invoicing from the date their contract agreements with OCTA are executed. Reimbursements will be dispersed upon review and approval of a complete expense report, performance report, and consistency with the cooperative agreement requirements and specifications. Invoices for capital must be submitted no later than 30 days after the end of the month in which the expenditure occurred, with the exception for vehicle purchases. For operating projects, invoicing will be required at minimum on a quarterly basis consistent with the reporting schedule below. Applicants are expected to submit a final report form and closeout form within 90 days of project completion.

Project Type	Reimbursement Schedule Process
Capital: Vehicles and Equipment	Vehicles: OCTA will pay up to 65 percent of the award amount (OCTA's share) of the cost up front, based on a verified purchase order, with the applicant's required local match excluded. The remaining 35 percent will be paid upon applicant's delivery and acceptance of the vehicle. Any funding not initially paid out from the grant will be disbursed consistent with the total project cost and required match, following confirmation of receipt of the vehicle and/ or equipment. Applicants must submit an invoice no later than 30 days after the end of the month following vehicle acceptance.
	Equipment: Applicants incur expenses and request reimbursement from OCTA once the equipment has been delivered and accepted by the organization.
Operating: Operating Assistance and Mobility Management	Applicants submit invoices to OCTA **on a quarterly basis**, with the applicant's required local match excluded (See quarterly reporting due dates below).

If awarded, successful applicants will enter into a cooperative agreement with OCTA specifying grant requirements.

Reporting

Awarded applicants will be required to submit quarterly reports to allow OCTA to monitor progress on the project and ensure it will be completed within the period of performance of the grant. Quarterly reporting forms will be available on the EMSD website here: https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/emsd-grant-program. Awarded applicants should start submitting quarterly reports to OCTA once cooperative agreements are executed. Monthly data (see quarterly report templates) are to be submitted on a quarterly basis, in accordance with the reporting schedule below:

Period of Performance	Quarterly Report Due Date
Quarter 1: January-March	April 30th
Quarter 2: April-June	July 30th
Quarter 3: July-September	October 30th
Quarter 4: October-December	January 30th

The final invoice for vehicles must be submitted 30 days following the end of the month in which the expenditure occurred. The final invoice for operating must be submitted 30 days following the end of the quarter in which the expenditure occurred. Once the project is complete, the applicant is expected to submit a final report form and closeout from 90 days following issuance of final payment. Final report and closeout templates will be available on the EMSD website following the project award.

Insurance Requirements

The following insurance is required, subject to change at the time of award:

- Commercial general liability (includes products/completed operations, independent contractors, contractual liability, personal injury liability, and property damage) minimum limit $1,000,000 per occurrence, $2,000,000 general aggregate.
- Automobile liability insurance to include owned, hired, and non-owned autos with a combined single limit of $1,000,000.
- Workers' compensation with limits as required by the State of California including a waiver of subrogation in favor of OCTA, its officers, directors, employees, or agents.
- Employers' liability with minimum limits of $1,000,000.

Proof of coverage, including certificates and endorsements, will be required as part of the Cooperative Agreements if selected for funding. Policies shall be primary and non-contributory, and OCTA shall be named as Additional Insured in the certificates of insurance and endorsements, as applicable. OCTA will reserve the right to request policy reviews in response to any loss.

Additional Program Requirements

The following State and Federal requirements are required as part of the cooperative agreement and are subject to change at the time of the award. It is important to note that documentation of meeting these requirements could be reviewed, inspected, and/or audited in addition to the reports required by OCTA. Further action is at the discretion of said contact during their visits to your organization's operating site(s). The following requirements do not need to be reported in their entirety if they can be verified in person and the required reporting forms are completed accurately.

Required Drug and Alcohol Programs and Related Reporting

If awarded, applicants will be required to comply with the requirements of the Drug-Free Workplace Act of 1988, the California Drug-Free Workplace Act of 1990, and the U.S. Department of Transportation (USDOT) drug testing regulations. Applicants and their subcontractors performing safety-sensitive tasks are subject to the same

regulations. Before finalizing any agreements, selected applicants must establish and enforce a substance abuse program in accordance with state and federal rules, with ongoing revisions to ensure compliance.

OCTA recognizes that some agencies may have existing Drug and Alcohol Programs in place. For example, tests used to comply with Federal Motor Carrier Safety Administration (FMCSA) requirements may also be used to comply with EMSD program requirements provided that they cover the same time period required.

Awarded applicants also agree to periodic reviews of the drug and alcohol testing program by OCTA and/or a designated representative. These reviews will encompass a thorough examination of program-related forms, documents, and procedures employed by the awarded applicant and its service agents, including the Collection Site, Drug Testing Laboratory, Medical Review Officer, Substance Abuse Professional, and Consortium/Third Party Administrator (if applicable). Any identified program deficiencies or findings must be promptly rectified. Corrective actions should be documented for review by authority staff or designated representatives.

Documentation supporting compliance with the aforementioned regulations must be provided to authorized representatives of USDOT or its operating administrations, the State of California oversight agency, or to OCTA and/or their designated representative to inspect the facilities and records associated with the implementation of the drug and alcohol testing program.

The awarded applicant is responsible for submitting an annual Drug and Alcohol Testing Report to OCTA using the current Drug and Alcohol Testing Management Information System (MIS) Data Collection Form published by the FTA. The annual reports are due no later than the 30th of the month following the close of each year. Forms can be found here: https://www.transportation.gov/odapc/Part40/Appendix-J.

- Close of each year (January – December) – on or by January 30th of the following year

Additionally on an annual basis, no later than January 30th of each year following the close of the previous calendar year for review, applicants are required to:

- Submit to OCTA all required drug and alcohol testing data using the appropriate FTA prescribed forms; and
- Provide certifications for all Service Agents (Includes, but not limited to: The Collection Site for Urine Specimen Collectors, Breath Alcohol Technicians, Screening Test Technicians, Oral Fluid Collectors, Medical Review Officers, and Substance Abuse Professionals)

An awarded applicant's failure to comply with these requirements may result in nonpayment or termination of any entered agreements.

Required Driver Training for Vehicles

Applicants will ensure that their operators or contracted vendor's operators are properly licensed and trained to proficiency to perform duties safely, and in a manner which treats riders with respect and dignity. Disability awareness and passenger assistance will be included in this training.

It is required that the individual(s) responsible for operating vehicles for the applicant agency complete the Passenger Assistance, Safety and Sensitivity (PASS) Basic Online course offered by the Community Transportation Association of America (CTAA). More information on the course and instructions to complete the industry standard training is available here: https://ctaa.org/pass/.

This course is to be completed within one year or as soon as practical after initiating your program and included as part of the annual report (due January 30th). If your operators have already completed the training, please include applicable documentation as part of your annual report. If your agency participates in another applicable and industry acceptable driver-related training, include this to satisfy this requirement.

Required Maintenance for Vehicles and Equipment

Organization will perform, or ensure that a contracted vendor performs maintenance of all awarded vehicles including:

- Maintaining maintenance records for each vehicle for five (5) years; and
- If required, cooperation in annual motor coach carrier terminal inspections conducted by the California Highway Patrol.

Submittal Requirements

A completed application will contain the following documents:

- Completed capital and/or operating application with corresponding attachments;
  - Application templates are available on the program webpage, applications must be submitted following these templates or will not be considered;
- Nonprofits must provide verification of nonprofit status as "active";
- Local cities or county agencies must submit documentation of public hearing(s);
- Resolution from governing body or similar confirming match commitment and legal authority to submit;
- Benefit-cost analyses for vehicle acquisitions if applicable;
- Any other required documents, such as documentation of reduced service (if applicable), copy of your agencies most recent financial statement or single audit if applicable and have previously received federal funding, vehicle photos, etc. (refer to application for required documents).

Incomplete applications will not be considered for funding, so please ensure that all submittals contain all the required documentation. Important documents regarding the 2026 EMSD are available on the EMSD website.

Applicants to the 2026 EMSD Program will not be required to submit hard copy applications to OCTA. Electronic project applications for the 2026 EMSD call must be received by OCTA no later than 4 p.m. **August 28, 2026,** via a SharePoint location, please email Vic Mireles at vmireles@octa.net or Brandon Lesser at blesser@octa.net for specific SharePoint file access.

Late applications will not be accepted or considered, so please ensure that you have uploaded all required documentation ahead of the application deadline. It is recommended to upload documents at least 48 hours ahead of the submittal deadline to allow for time for troubleshooting if needed.

Information on how to submit electronic project applications will be posted prior to the call on the OCTA EMSD website. Applicants to the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Grant Program will not be required to submit hard copy applications to OCTA. Hard copies of applications will not be accepted. Applications that do not follow these requirements will not be considered.

OCTA Contacts

EMSD Program Managers

Primary
Vic Mireles
Transportation Funding Analyst
Email: vmireles@octa.net (714) 560-5025

Secondary
Brandon Lesser
Associate Transportation Funding Analyst
Email: blesser@octa.net (714) 560-5018

Alternate
Louis Zhao
State and Federal Programming Manager
Email: lzhao@octa.net (714) 560-5494

EMSD Project Implementation Manager

Primary
Arianna Maldonado
Section Manager, Specialized Transit Services
Email: amaldonado@octa.net (714) 560-5381

Secondary
Jasmin Salvador
Business Unit Analyst
Email: jsalvador@octa.net (714) 560-5642

Alternate
Jack Garate
Department Manager, Specialized Transit Services
Email: jgarate@octa.net (714) 560-5387

OCTA

June 22, 2026

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Invitation for Bids for Lot Sweeping Services

Overview

The Orange County Transportation Authority has developed an invitation for bids to initiate a competitive procurement process for lot sweeping services at Orange County Transportation Authority facilities. Board of Directors' approval to release Invitation for Bids 250223 is requested.

Recommendation

Approve the release of Invitation for Bids 250223 to perform lot sweeping services for a three-year initial term and one, two-year option term.

Discussion

The Orange County Transportation Authority (OCTA) owns and operates five bus bases, four transportation centers, three park-and-ride facilities, and one streetcar maintenance storage facility which includes embedded track onsite and throughout the streetcar corridor. These facilities require parking lot sweeping services and embedded track sweeping on a regular basis to properly maintain the condition of the facilities, and to ensure that parking lot debris does not enter the stormwater drains.

The specification for this work describes the requested services including the types of expected debris that will be encountered. These include metallic items such as nuts, bolts, and screws that require the sweepers to be equipped with a magnetic bar and/or vacuum to facilitate the removal of these items. Also included is a requirement for dust control, particularly when cleaning areas such as parking structures. The contractor is also required to utilize blowers to remove debris under parked cars and buses and to properly dispose of all debris collected. Where OCTA facilities or rights-of-way include embedded streetcar rails, vacuum-based sweeping equipment shall be used to remove compacted

fine sand, grit, metal fragments, leaves, trash, and other debris from within the rail groove.

Procurement Approach

OCTA's procurement policies and procedures require the Board of Directors (Board) to approve all invitations for bids (IFB) over $1 million. Staff is requesting approval from the Board to release IFB 250223 for lot sweeping services.

The IFB will be released upon Board approval. The budget for this effort is $1,476,000 for an initial three-year term. The award will be made to the lowest, responsive, responsible bidder in accordance with state law.

Fiscal Impact

Funding is included in OCTA's proposed fiscal year 2026–27 budget. Funding for these services will be provided through the Local Transportation Fund utilizing Transit Division, Facilities Maintenance, Account No. 2166-7611-D3107-0I5, and Transit Division, Local Rail, account nos. 0035-7611-OC110-0I5 and 0035-7611-OC111-0I5.

Summary

Board of Directors' approval is requested to release Invitation for Bids 250223 for lot sweeping services.

Attachment

A. Draft Invitation for Bids (IFB) 250223, Lot Sweeping Services

Prepared by:

Cliff Thorne
Director, Maintenance
714-560-5975

Approved by:

Johnny Dunning, Jr.
Chief Operating Officer, Operations
714-560-5710

Pia Veesapen
Director, Contracts Administration
and Materials Management
714-560-5619

ATTACHMENT A

DRAFT INVITATION FOR BIDS (IFB) 250223

LOT SWEEPING SERVICES

ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282

Key IFB Dates

Issue Date: Monday, June 22, 2026

Question Submittal Date: Thursday, July 2, 2026 before 5:00 pm

Bid Submittal Date: July 21, 2026

SECTION I. INSTRUCTIONS TO BIDDERS

A. NOTICE TO BIDDERS

IFB 250223, "Lot Sweeping Services"

TO: ALL BIDDERS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites bids from qualified contractors to perform lot sweeping services. The budget for this effort is $1,476,000 for a three (3)-year initial term.

THIS IS A PREVAILING WAGE CONTRACT.

Please note that by submitting a Bid, Bidder certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Bid. In submitting a Bid, all Bidders agree to comply with all economic sanctions imposed by the State or U.S. Government.

Bids must be submitted electronically through the Authority's OpenGov Procurement portal before 11:00 am, Tuesday, July 21, 2026.

Bids and amendments to bids received after the date and time specified above will be returned to the bidders unopened.

Bidders interested in obtaining a copy of this Invitation for Bids (IFB) may do so by downloading the IFB from the Authority's OpenGov Procurement portal.

To receive all further information regarding this IFB, bidders and subcontractors must be registered on OpenGov Procurement and following this IFB on the Authority's OpenGov Procurement portal.

A pre-bid conference will be held on Tuesday, June 30, 2026, at 10:00 am at the Authority's Administrative Office, 550 South Main Street, Orange, CA 92868 in Conference Room 07.

Participation via teleconference will also be available. Prospective bidders may join or call-in using the following credentials:

- Copy and Paste this link to join meeting online: https://teams.microsoft.com/meet/234512381721249?p=PzLORImdFLyIA7Zp5a
- OR Call-in Number: +1 916-550-9867
- Conference ID: 303 892 38#

A copy of the pre-bid conference presentation slides and registration sheet(s) will be issued via addendum prior to the date of the pre-bid conference.

All prospective bidders are encouraged to attend the pre-bid conference.

Bidders are encouraged to subcontract with small businesses to the maximum extent possible.

The award of this contract is subject to receipt of federal, state and/or local funds adequate to carry out the provisions of the agreement including the project specifications.

B. PRE-BID CONFERENCE

A pre-bid conference will be held on Tuesday, June 30, 2026, at 10:00 am at Administrative Offices I: 550 South Main Street Orange, CA 92868 Conference Room 07.

Participation via teleconference will also be available. Prospective bidders may join or call-in using the following credentials:

- Copy and Paste this link to join meeting online: https://teams.microsoft.com/meet/234512381721249?p=PzLORImdFLyIA7Zp5a
- OR Call-in Number: +1 916-550-9867
- Conference ID: 303 892 38#

An on-site/in-person conference will be held on July 2, at 08:00 am. A copy of the pre-bid conference presentation slides and registration sheet(s) will be issued via addendum prior to the date of the pre-bid conference. All prospective bidders are encouraged to attend the pre-bid conference.

C. SITE VISIT

Santa Ana Base:

A site visit will be held in-person on Thursday, July 2, at 08:00 a.m.

For prospective Offerors who wish to join on-site/in-person, the site visit will be held at the Authority's Santa Ana Maintenance and Operations Base located at 4301 MacArthur Boulevard, Santa Ana, CA 92704.

Participants are limited to two (2) attendees per offeror. The Site Visit will begin promptly at 11:30 a.m. All attendees must bring and wear a reflective safety vest and safety glasses. Attendees not wearing a reflective safety vest and safety glasses will not be permitted to attend the Site Visit. The Authority will not provide reflective safety vests or safety glasses during the Site Visit.

Attendees should allocate approximately one (1) hour for the Site Visit. Upon arrival at the Santa Ana Maintenance and Operations Base, attendees shall make an immediate right after entering off of MacArthur and park at the visitor parking area. The Operations building is located directly in front of the parking lot, please wait in front of this building.

For your safety, please note:

- Reflective safety vests and safety glasses are required at all Authority bases.
- No cell phone use while walking in transit/parking areas.
- No driving in excess of 10mph on Authority property.

A copy of the site visit registration sheet(s) will be issued via addendum prior to the date of the site visit. Prospective offerors are strongly encouraged to attend the Site Visit.

D. EXAMINATION OF BID DOCUMENTS

By submitting a bid, bidder represents that it has thoroughly examined and become familiar with the work required under this IFB and that it is capable of performing quality work to achieve the Authority's objectives.

E. ADDENDA

Any Authority changes to the requirements will be made by written addendum to this IFB. Any written addenda issued pertaining to this IFB shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this IFB as the result of oral instructions. Bidders shall acknowledge receipt of addenda in their bids. Failure to acknowledge receipt of Addenda may cause the bid to be deemed non-responsive to this IFB and be rejected.

F. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this IFB are to be directed to the following Contract Administrator:

Javier Lopez Jr
Section Manager II, Maintenance Procurement
(714) 560-5781
jlopezjr@octa.net

G. CLARIFICATIONS

1. Examination of Documents

Should a bidder require clarifications to this IFB, the bidder shall submit such a request for clarification or inquiry through the "Question and Answer" section of this IFB on the Authority's OpenGov Procurement portal prior to 5:00 pm on Thursday, July 2, 2026. Should it be found that the point in question is not clearly and fully set forth; the Authority will issue a written addendum clarifying the matter which will be posted to this IFB on the Authority's OpenGov Procurement portal.

2. Preference for Materials

In accordance with the California Public Contract Code Section 3400, reference to any equipment, material, article or patented process, by trade name, make, or catalog number, shall not be construed as limiting competition. In those cases where the specifications call for a designated material, product, or service by specific brand or trade name and there is only one brand or trade name listed, the item involves a unique or novel product application required to be used in the public interest or is the only brand or trade name known to the Authority.

Where the specifications or drawings identify any material, product or service by one or more brand names, whether or not "or equal" is added, and the bidder wishes to propose the use of another item as being equal, approval shall be requested as set forth below.

3. Submitting Requests

All requests for clarification of specifications, or questions must be submitted electronically through the Authority's OpenGov Procurement portal and must received before 5:00 pm on Thursday, July 2, 2026.

4. Authority Responses

Responses from the Authority will be posted on the OpenGov Procurement portal at https://procurement.opengov.com/portal/octa/projects/247442.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this IFB on the Authority's portal.

H. BRAND NAMES

It should be understood that specifying a brand name, components, and/or equipment in this IFB shall not relieve the bidder from their responsibility to produce the product in accordance with the performance warranty and contractual requirements. The bidder is responsible for notifying the Authority of any inappropriate brand name, component, and/or equipment substitute for consideration by the Authority.

Brand names and model number, when used, are for the purpose of identifying a standard of requirement and are not to be construed as restricting the procurement to those brand names and model numbers called out. Refer to above Paragraph.

I. SUBMISSION OF BIDS

1. Date and Time

Bids must be submitted before 11:00 am, on Tuesday, July 21, 2026.

Bids received after the time due will be rejected without consideration or evaluation.

Bids will be publicly opened in the Authority's Administration Office, 600 South Main Street, Orange, California 92863 at the submission time indicated above. Participation via teleconference will also be available. Bidders may join or call-in using the following credentials:

- Copy and Paste this link to join meeting online:
  - https://teams.microsoft.com/meet/283282098865257?p=9tuYWs0lm609dJXPNF
- OR Call-in Number: +1 916-550-9867
- Conference ID: 214 101 471#

2. Acceptance of Bids

a. The Authority reserves the right to postpone bid openings for its own convenience.

b. Bids received and opened by Authority are public information and must be made available to any person upon request.

c. Submitted bids are not to be copyrighted.

J. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by bidder in the preparation of its bid. Bidder shall not include any such expenses as part of its bid.

Pre-contractual expenses are defined as expenses incurred by bidder in:

1. Preparing a bid in response to this IFB;
2. Submitting that bid to the Authority;
3. Negotiating with the Authority any matter related to this bid; or
4. Any other expenses incurred by bidder prior to date of award, if any, of the Agreement.

K. JOINT BIDS

Where two or more firms desire to submit a single bid in response to this IFB, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

L. TAXES

Bids are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Contractor is responsible for payment of all taxes for any goods, services, processes, and operations incidental to or involved in the contract.

M. WITHDRAWAL OF BIDS

Bidder may electronically withdraw its bid at any time prior to the due date and time for submittals by clicking the "Unsubmit Response" button if the bid has already been submitted electronically.

N. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by a bidder in connection with this IFB must be submitted in accordance with the Authority's written procedures.

O. DELIVERY

The services described herein are to be performed at the following facilities:

Administrative Offices I:
550 South Main Street
Orange, CA 92868

Administrative Offices II:
600 South Main Street
Orange, CA 92868

Administrative Offices III:
2677 North Main Street
Santa Ana, CA 92705

Santa Ana Base:
4301 West MacArthur Boulevard
Santa Ana, CA 92704

Garden Grove Base:
11800 Woodbury Road
Garden Grove, CA 92843

Anaheim Base:
1717 E. Via Burton
Anaheim, CA 92806

Irvine Sand Canyon, Maintenance:
14736 Sand Canyon Road
Irvine, CA 92618

Irvine Base Construction Circle:
16281 Construction Circle West
Irvine, CA 92606

OC Streetcar Maintenance Storage Facility:
2008 W. 5th Street
Santa Ana, CA 92703

Fullerton Transportation Center
123 South Pomona
Fullerton, CA 92833

Laguna Beach Transportation Center
375 Broadway
Laguna Beach, CA 92651

Laguna Hills Transportation Center
24282 Calle De Los Caballeros
Laguna Hills, CA 92653

Laguna Hills Transportation Center
24282 Calle De Los Caballeros
Laguna Hills, CA 92653

Newport Transportation Center
1550 Avocado
Newport Beach, CA 92660

Brea Park-and-Ride
Lambert Road & 57 Freeway, CA

Fullerton Park-and-Ride
3000 West Orangethorpe Ave
Fullerton, CA 92833

P. CASH DISCOUNTS

Cash/payment discounts will not be considered in the evaluation of bids.

Q. APPENDICES

Information considered by bidder to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Bidders are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials; appendices should be relevant and brief.

R. HAZARDOUS SUBSTANCES

1. CAL-OSHA Requirements

All flammable, corrosive, toxic, or reactive materials being bid must have a complete CAL-OSHA Safety Data Sheet (SDS) accompanying the submitted bid.

2. South Coast Air Quality Management District (SCAQMD)

All materials (paints, coatings, inks, solvents, and adhesives) shall comply with the volatile organic compounds (VOC) content requirements of the applicable SCAQMD rules.

3. Notice of Hazardous Substances

Title 8, California Code of Regulations, Section 5194 (e) (c), states that the employer must inform any contractor employers with employees working in the employer's workplace of the hazardous substances to which their employees may be exposed while performing their work. In compliance with this requirement, the Authority hereby gives notice to all bidders that the following general categories of hazardous substances are present on the Authority's premises:

- Adhesives, sealant, patching, and coating products
- Antifreezes, coolants
- Cleaners, detergents
- Paints, thinners, solvents
- Pesticides, Petroleum products (diesel and unleaded fuel, oil products)
- Printing, photocopying materials
- Propane Welding materials/compressed gases (e.g., acetylene, oxygen, nitrogen)

More specific information may be obtained from the Authority's Safety and Benefits office at (714) 560-5854, and from Safety Data Sheets (SDS) for individual products.

4. Hazardous Waste Labels

Containers containing hazardous substances must be labeled with the following information:

- Identity of hazardous substance-chemical name, not manufacturer or trade name;
- Appropriate health warning relative to health and physical hazard; and
- Name and address of manufacturer or other responsible party. All containers containing hazardous substances may be rejected unless containers are properly labeled. Containers of 55 gallons or larger must have either weather resistant labels or the information should be painted directly on the containers.

S. GENERAL WAGE RATES

Certain labor categories under this project are subject to prevailing wages as identified in the State of California Labor Code commencing in Section 1770 et.seq., and all applicable Federal requirements respecting prevailing wages.

It is required that all mechanics and laborers employed or working at the site be paid not less than the basic hourly rates of pay and fringe benefits as shown in the current minimum wage schedules. The Offeror to whom a contract for the work is awarded by the Authority shall comply with the provision of the California Labor Code, including, without limitation, the obligation to pay the general prevailing rates of wages in the locality in which the work is to be performed in accordance with, without limitation, Sections 1773.1, 1774, 1775 and 1776 of the California Labor Code governing employment of apprentices.

Copies of the prevailing rates of per diem wages are on file at the Authority's principal office at 550 S. Main Street, Orange, CA 92868 and are available to any interested party on request.

All laborers and mechanics employed by Contractor or subcontractor at any tier working on the construction site, will be paid unconditionally and not less often than once a week and without any subsequent deduction or rebate on any account (except such payroll deductions as are permitted or required by federal, state or local law, regulation or ordinance), the full amounts

due at the time of payment computed at wage rates and per diem rate not less than the aggregate of the highest of the two basic hourly rates and rates of payments, contributions or costs for any fringe benefits contained in the current general prevailing wage rate(s) and per diem rate(s), established by the Director of the Department of Industrial Relations of the state of California, (as set forth in the Labor Code of the state of California, commencing at Section 1770 et. Seq.), regardless of any contractual relationship which may be alleged to exist between Contractor or subcontractor and their respective mechanics, laborers, journeypersons, workpersons, craftspersons or apprentices. Wage schedules are available on the internet at http://www.dir.ca.gov/DLSR/statistics_research.html. Bidders shall utilize the relevant prevailing wage determinations in effect on the first advertisement date of the Notice Inviting Sealed bids. Contractor shall post a copy at each job site at which work hereunder is performed. In addition to the foregoing, Contractor agrees to comply with all other provisions of the Labor Code of the state of California, which are incorporated herein by reference, pertaining to workers performing work hereunder including, but not limited to those provisions for work hours, payroll records and apprenticeship employment and regulation program. Contractor agrees to insert or cause to be inserted the preceding clause in all subcontracts, which provide for workers to perform work hereunder regardless of the subcontractor tier.

T. CONTRACT AWARD

Any contract awarded as a result of this IFB, will be awarded to the lowest responsive and responsible bidder and shall be on a lump sum basis, in accordance with the requirements in this IFB. However, Authority reserves the right to award its total requirements to one bidder, or to apportion those requirements among several bidders, as the Authority may deem to be in its best interests.

U. AUTHORITY'S RIGHTS

1. The Authority reserves the right to accept or reject any and all bids, or any item or part thereof, or to waive any informalities or irregularities in bids.
2. The Authority reserves the right to withdraw or cancel this IFB at any time without prior notice. The Authority makes no representations that any contract will be awarded to any bidder responding to this IFB.
3. The Authority reserves the right to issue a new IFB for the project.
4. The Authority reserves the right to postpone the bid opening for its own convenience.
5. Each bid will be received with the understanding that acceptance by the Authority of the bid to provide the goods and services described herein shall constitute a contract between the bidder and Authority which shall bind the bidder on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted bid and specifications.
6. The Authority reserves the right to investigate the qualifications of any bidder, and/or require additional evidence of qualifications to perform the work.

V. PUBLIC RECORDS AND INFORMATION

Bids received by Authority are considered public information and will be made available to the public if requested to do so.

W. FORMS

1. Status of Past and Present Contracts Form

Bidder is required to complete and sign the form entitled “Status of Past and Present Contracts” provided in this IFB and submit as part of the bid. Bidder shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Bidder shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of the bid.

A separate form must be completed for each identified contract. Each form must be signed by the Bidder confirming that the information provided is true and accurate. Bidder is required to submit one copy of the completed form(s) as part of its bid.

2. List of Subcontractors Form

Bidder shall complete the Subcontractors Form which lists all subcontractors performing work or rendering services in excess of one half of one percent (1/2 of 1%) of the total bid amount per the instructions set forth in “Instructions to Bidders”.

3. Bid Opening Sign-In Sheet

Bidders are advised that an optional teleconference is available for the bid opening scheduled for July 21, 2026, at https://teams.microsoft.com/meet/283282098865257?p=9tuYWs0lm609dJXPNF. Prospective bidders can join or call-in using the following credentials:

- Copy and Paste this link to join the meeting online:
  - https://teams.microsoft.com/meet/283282098865257?p=9tuYWs0lm609dJXPNF
- OR Call-in Number: +1 916-550-9867
- Conference ID: 214 101 471#

The bid opening will begin promptly at 11:00am. Callers are requested to dial in and mute the call.

SECTION II. KEY CONTRACTUAL TERMS

A. ACCEPTANCE OF ORDER

Bidder will be required to accept a written Agreement or Purchase Order in accordance with and including as a part thereof the published notice of Invitation For Bids, the requirements, conditions and specifications, with no exceptions other than those specifically listed in the written Agreement or Purchase Order.

B. CHANGES

By written notice or order, Authority may, from time to time, make changes including but not limited to drawings, designs, specifications, delivery schedules, property and services furnished by Authority. If any such change causes an increase or decrease in price of this Agreement or Purchase Order or in the time required for its performance, the bidder shall promptly notify Authority thereof and assert its claim for adjustment within thirty (30) days after the change is ordered, and an equitable adjustment shall be negotiated. However, nothing in this clause shall excuse the bidder from proceeding immediately with the Agreement or Purchase Order as changed.

C. INVOICE AND PAYMENT

A separate invoice shall be issued for each shipment. Unless otherwise specified in the Agreement or Purchase Order, no invoice shall be issued prior to shipment of goods. Payment due dates, including discount period, will be computed from date of receipt of goods or of correct invoice (whichever is later) to date Authority check is mailed. Any discount taken will be taken on full amount of invoice, unless other charges are itemized and discount thereon is specifically disallowed.

D. WARRANTIES

1. Bidder warrants to Authority that, for a period of one (1) year following Authority's inspection and acceptance of each item delivered hereunder, each item shall conform to the requirements hereof and will be free from defects. In addition to other remedies, which may be available, the Authority may, at its option, return any nonconforming or defective items to bidder and/or require correction or replacement of said item at the location of the item when the defect is discovered, all at bidder's risk and expense. If Authority does not require correction or replacement of nonconforming or defective items, bidder shall repay such portion of the payment specified herein or such additional amount as is equitable under the circumstances. Authority's rights hereunder are in addition to, but not limited by, bidder's standard warranties. Inspection and acceptance of items by Authority, or payment therefore, shall not relieve bidder of its obligations hereunder.

2. Any supplies or parts thereof corrected or furnished in replacement pursuant to this clause shall also be subject to all the provisions of this clause to the same extent as supplies initially delivered.

E. EXCESS REPROCUREMENT LIABILITY

Bidder shall be liable to Authority for all expenses incurred by Authority in reprocuring elsewhere the same or similar items or services offered by bidder hereunder, should bidder fail to perform or be disqualified for failure to meet the terms and conditions set forth herein.

F. PACKING AND SHIPPING

All items shall be prepared for shipment and packed to prevent damage or deterioration and shipped at the lowest transportation rates in compliance with carrier tariffs. All shipments to be forwarded on one day, via one route, shall be consolidated. Each container shall be consecutively numbered, and marked with the herein Agreement or Purchase Order and part numbers. Container and Agreement or Purchase Order numbers shall be indicated on bill of lading. Two copies of packing slips, showing Agreement or Purchase Order number, shall be attached to No. 1 container of each shipment. Items sold F.O.B. origin shall be shipped prepaid. No charges will be paid by Authority for preparation, packing, crating, cartage or freight.

G. TITLE AND RISK OF LOSS

Unless otherwise provided in the Agreement or Purchase Order, bidder shall have title to and bear the risk of any loss of or damage to the items purchased hereunder until they are delivered in conformity with this Agreement or Purchase Order at the F.O.B. point specified herein, and upon such delivery title shall pass from bidder and bidder's responsibility for loss or damage shall cease, except for loss or damage resulting from bidder's negligence. Passing of title upon such delivery shall not constitute acceptance of the item by Authority.

H. NEW MATERIALS

Except as to any supplies and components which this Agreement or Purchase Order specifically provides need not be new, the bidder represents that the supplies and components to be provided under this Agreement or Purchase Order are new and of recent manufacture (not used or reconditioned or recycled, and not of such age or so deteriorated as to impair their usefulness or safety). If at any time during the performance of this Agreement or Purchase Order, the bidder believes that the furnishing of supplies or components which are not new is necessary or desirable, bidder shall notify the Authority immediately, in writing, including the reasons therefore and proposing any consideration which will flow to the Authority if authorization to use such supplies is granted.

I. INSPECTION AND ACCEPTANCE

All items are subject to final inspection and acceptance by Authority at destination. Final inspection will be made within a reasonable time after receipt of items hereunder.

Payment will be made within a reasonable time after inspection and formal acceptance of the equipment by the Authority.

J. INDEMNIFICATION

Bidder shall indemnify, defend and hold harmless Authority, its officers, directors, employees and agents from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by bidder, its officers, directors, employees, agents, subcontractors or suppliers in connection with or arising out of the performance of this Agreement or Purchase Order.

K. INFRINGEMENT INDEMNITY

In lieu of any other warranty by Authority or bidder against infringement, statutory or otherwise, it is agreed that bidder shall defend at its expense any suit against Authority based on a claim that any item furnished under this Agreement or Purchase Order or the normal use or sale thereof infringes any United States Letters Patent or copyright, and shall pay costs and damages finally awarded in any such suit, provided that bidder is notified in writing of the suit and given authority, information and assistance at bidder's expense for the defense of the suit. Bidder, at no expense to Authority, shall obtain for Authority the right to use and sell said item, or shall substitute an equivalent item acceptable to Authority and extend this patent indemnity thereto.

L. SUBCONTRACTORS AND ASSIGNMENTS

Neither this Agreement nor Purchase Order, nor any interest herein, nor any claim hereunder, may be assigned by the bidder either voluntarily or by operation of law, nor may all or substantially all of this Agreement or Purchase Order be further subcontracted by the bidder without the prior written consent of the Authority. No consent shall be deemed to relieve the bidder of its obligations to comply fully with the requirements hereof.

M. DISPUTES

This Agreement or Purchase Order shall be construed and all disputes hereunder shall be settled in accordance with the laws of the State of California. Pending final resolution of a dispute hereunder, bidder shall proceed diligently with the performance of this Agreement or Purchase Order.

N. NOTICE OF LABOR DISPUTE

Whenever bidder has knowledge that any actual or potential labor dispute may delay this Agreement or Purchase Order, bidder shall immediately notify and submit all relevant information to Authority. Bidder shall insert the substance of this entire clause in any subcontract hereunder, as to which a labor dispute may delay this Agreement or Purchase Order.

O. AUDIT AND INSPECTION OF RECORDS

Bidder and/or subcontractors shall provide Authority, or other agents of Authority, such access to bidder's and/or subcontractor's accounting books, records, payroll documents and facilities as Authority deems necessary to examine, audit, and inspect all books, records, work data, documents and activities directly related hereto. Bidder shall maintain books, records, data and documents according to generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during bidder's performance hereunder and for a period of four (4) years from the date of final payment by Authority hereunder.

P. PROHIBITED INTEREST

The bidder covenants that, for the term of this agreement, no member, director, officer or employee of the Authority during his/her tenure in office or for one year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

Q. RIGHTS IN DATA

Bidder agrees that all data including, but not limited to, drawings, tapes, software, photo prints and other graphic information required to be furnished under this Agreement or Purchase Order, together with any other information presented orally, shall be furnished with unlimited rights and as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement or Purchase Order. Bidder further agrees that all such data are owned by Authority and that bidder shall have no interest or claim thereto, and that said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

R. FEDERAL, STATE AND LOCAL LAWS

Bidder warrants that in the performance of this Agreement or Purchase Order it shall comply with all applicable federal, state, and local laws and ordinances and all lawful orders, rules and regulations.

S. EQUAL EMPLOYMENT OPPORTUNITY

If awarded an Agreement or Purchase Order resulting from this IFB, bidder shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. The bidder shall take affirmative action to ensure that applicants are employed, and that employees are treated, during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

T. TERMINATION

Authority may terminate this Agreement for its convenience at any time, in whole or part, by giving successful bidder written notice thereof. Upon termination, the Authority may pay the successful bidder allowable costs incurred to date of termination, and those costs deemed reasonably

necessary by the Authority to effect such termination. In addition, the Authority may pay the successful bidder a percentage of profit, which relates to Agreement work, accomplished to date of termination, which shall be the date of notice of termination.

The Authority may terminate the Agreement if a federal or state proceeding for the relief of debtors is undertaken by or against the successful bidder or if the successful bidder makes an assignment for the benefit of creditors, or in the event the successful bidder breaches the terms or violates the conditions of the Agreement, and does not within ten (10) days thereafter, cure such breach or violation, the Authority may immediately terminate the Agreement for default. The successful bidder shall be liable for any and all costs incurred by the Authority as a result of such default, including but not limited to reprocurement costs of the same or similar services defaulted by the successful bidder under this Agreement.

U. CONFLICT OF INTEREST

All bidders responding to this IFB must avoid organizational conflicts of interest, which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, a bidder is unable, or potentially unable to render impartial assistance or advice to the Authority; a bidder's objectivity in performing the work identified in the Project Specifications is or might be otherwise impaired; or a bidder has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the bidder's bid.

V. CODE OF CONDUCT

All bidders agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts, which is hereby referenced and by this reference is incorporated herein. All bidders agree to include these requirements in all of its subcontracts.

SECTION III. SCOPE OF WORK

A. SCOPE OF WORK

See Exhibit A for full Scope of Work for this IFB.

SCOPE OF WORK
LOT SWEEPING SERVICES

1.0 PURPOSE

The purpose of this Scope of Work is to establish the requirements for providing routine lot sweeping services at Orange County Transportation Authority (OCTA) facilities in order to maintain clean, safe, and operational paved areas and to support ongoing transit operations.

2.0 GENERAL REQUIREMENTS

Contractor shall furnish all labor, supervision, equipment, materials, and incidentals necessary to provide complete sweeping, blowing, vacuuming, cleaning, and debris removal services for all paved parking lots, driveways, and associated areas at OCTA-owned and operated facilities. All services shall be performed in a thorough, professional manner consistent with industry best practices and OCTA requirements. All services shall meet OCTA cleanliness and safety standards as determined by OCTA's Project Manager or designee during inspection.

3.0 CONTRACTOR-FURNISHED EQUIPMENT AND MATERIAL

Contractor shall provide all equipment, labor, fuel, and materials necessary to perform the work, including but not limited to brush and vacuum-mounted mobile sweepers and portable backpack blowers. All equipment shall be properly maintained and fully operational, at all times.

Contractor shall, at all times, maintain a minimum of one (1) spare sweeping vehicle available to avoid disruption to the approved sweeping schedule outlined in **Appendix A** – **Lot Sweeping Schedule.** The spare sweeping vehicle shall be deployed within four (4) hours of primary equipment failure, or sooner if directed by OCTA.

All sweeping equipment shall comply with South Coast Air Quality Management District (SCAQMD) Rule 1186.1, Less Polluting Sweepers, and shall utilize alternative fuels as required.

4.0 SAFETY TRAINING

OCTA shall provide mandatory OC Streetcar Roadway Worker Program training for Contractor field personnel assigned to work near OC Streetcar facilities, tracks, or overhead contact systems. Contractor personnel must complete the training and renew it annually. Work in these areas shall not commence until training is successfully completed or a safety-trained OCTA escort is provided. Outlined in **Appendix B – OC Streetcar Yard & Maintenance Storage Facility Safety Awareness Guide**.

Contractor personnel working at any OCTA facility shall comply with OCTA safety rules, vehicle movement protocols, and facility-specific safety orientations as directed by OCTA

5.0 PREVAILING WAGES

Contractor shall comply with all applicable requirements of Division 2, Part 7, Chapter 1 of the Labor Code and all applicable federal requirements respecting prevailing wages. If there is a difference between the minimum wage rates predetermined by the Secretary of Labor and the wage rates determined by the Director of the Department of Industrial Relations (DIR) for similar classifications of labor, the Contractor and subcontractors shall not pay less than the higher wage rate. The DIR will not accept lower state wage rates not specifically included in the Federal minimum wage determination. Wage schedules are available on the internet at http://www.dir.ca.gov/OPRL/statisticsresearch.html.

6.0 EQUIPMENT CAPABILITIES AND PERFORMANCE STANDARDS

Equipment used by the Contractor shall be capable of removing oil-soaked absorbent material, small metal objects, gravel, granular material, paper, and lightweight debris.

All equipment shall be equipped with effective dust control systems and magnetic pick-up capabilities for metallic debris. Magnetic bars shall be adjusted to no more than two (2) inches from ground level unless surface conditions require adjustment.

Where vacuum-mounted sweepers cannot access required areas, Contractor shall utilize alternative debris removal methods that provide equivalent dust control and cleaning effectiveness. Alternative methods shall be subject to OCTA approval and must achieve comparable debris removal and dust control results.

Where embedded streetcar rail or flangeways are present, Contractor equipment shall include vacuum sweeping capabilities or specialized attachments suitable for cleaning rail grooves and flangeways, ensuring effective debris removal without damage to track infrastructure.

7.0 CLEANING METHODS

Litter and debris located under and around parked buses or vehicles shall be displaced using blowers into open areas to allow for effective collection by sweepers.

7.1 EMBEDDED STREETCAR TRACK AND FLANGEWAY CLEANING

Where OCTA facilities or rights-of-way include embedded streetcar rail, flangeways, or track grooves, Contractor shall provide specialized cleaning services to maintain these areas in a clean, safe, and operational condition.

Contractor shall clean embedded rail grooves and flangeways using vacuum-based sweeping equipment or attachments specifically capable of removing compacted fine sand, grit, metal fragments, leaves, trash, and other debris from within the rail groove. Mechanical agitation or brushing may be used as necessary to loosen embedded material prior to vacuum extraction. Blowing, flushing, or displacement methods that relocate debris without capture are prohibited within flangeways unless immediately followed by vacuum collection and approved by OCTA. Cleaning methods shall not damage rail, rail fasteners, elastomeric grout, sealants, pavement, or adjacent track components. Scraping, chiseling, or other destructive methods are not permitted.

Embedded track and flangeways shall be left visibly free of debris, with no accumulation that could impede wheel passage, drainage, or safe streetcar operations.

Embedded track cleaning shall be performed:

- In conjunction with scheduled sweeping services where track is present
- After storm events, construction activity, or special events impacting track areas
- Upon notification by OCTA when buildup presents a safety or operational concern, Contractor shall respond and commence corrective cleaning within twenty-four (24) hours, or sooner if conditions present an immediate safety or operational concern.

Contractor shall coordinate work in embedded track areas in accordance with OCTA safety requirements, including OC Streetcar Roadway Worker Program training and escort provisions, as applicable.

8.0 STAFFING AND QUALITY CONTROL

For quality control purposes, Contractor shall assign consistent personnel to OCTA facilities for the duration of the contract. Any non-emergency staffing changes shall be submitted in writing and approved by Project Manager or designee at least seventy-two (72) hours in advance. Emergency staffing substitutions may occur with immediate notification to OCTA, followed by written confirmation.

9.0 TRASH AND DEBRIS DISPOSAL

All trash and debris generated from sweeping operations shall be removed from OCTA premises and disposed of legally. Services shall include removal of paper and debris along fence lines, walls, gutters, and storm water runoff paths, including cigarette butts and similar refuse. Disposal shall comply with all applicable local, state, and federal environmental and stormwater regulations.

10.0 FINAL INSPECTION AND ACCEPTANCE

Upon completion of work, OCTA's Facilities Manager or designee shall inspect and verify all services performed. Contractor shall complete a Verification of Work Form (Attachment 1) for each task performed. Failure to comply with these requirements may result in delayed or denied payment. Deficiencies identified during inspection shall be corrected within a timeframe specified by OCTA at no additional cost.

11.0 FACILITIES AND LOCATIONS

This is a listing of all structures, Maintenance and Operation Bases, Transportation Centers, and Park-and-Ride complexes controlled by the OCTA. The total acreage of all properties is given as well as the approximate building sizes. The area to be swept should be approximately equal to the area of the lot less the area of the building(s) on said lot, if any.

Santa Ana (Base 1) Maintenance and Operations	
Address:	4301 Mac Arthur Boulevard Santa Ana, CA 92704
Land:	20.0 acres
Occupancy:	The Maintenance buildings are occupied 24 hours per day, 7 days/ week. Note: Fuel Service, Brake Check, Bus Wash and detailing buildings have heavy occupancy from 5:00 PM – 2:30 AM daily. Bus Operations Hours: 4:00 AM – Midnight, 7 days/ week.
Buildings:	• One story, 90,945 ft² maintenance building • One story, 111,893 ft² operations building • One story, 18,620 ft² bus fueling, bus vacuum station, brake check, and tire building • One story, 6,075 ft² detailing/ cleaning station building • One story, 2,763 ft² storage building
Parking Stalls:	293 Buses and 445 Automobiles on a paved surface
Irvine Construction Circle (Base 2) Maintenance and Operations	
Address:	16281 Construction Circle West Irvine, CA 92606
Land:	9.1 acres
Occupancy:	The Bus Operations building is occupied by four (4) different divisions, Hours: 4:30 AM – 11:00 PM, 7 days/ week.

Buildings:	This single-story building is separated into four (4) separate areas totaling up to over 37,000 square feet: • 15,000 ft² Operations area • 16,350 ft² Maintenance area • 4,100 ft² Fuel Island area • 1,500 ft² Bush Wash area
Parking Stalls:	275 Small Buses and 282 Automobiles on a paved surface
Garden Grove (Base 4) Maintenance and Operations	
Address-Operations:	11800 Woodbury Road Garden Grove, CA 92843
Address-Maintenance:	11790 Cardinal Circle Garden Grove, CA 92843
Land:	13.6 acres (**Addresses are one continuous property**)
Occupancy:	The Maintenance buildings are occupied 24 hours per day, 7 days/ week. Note: Fuel Service, Brake Check, and Bus Wash buildings have heavy occupancy from 5:00 PM – 2:30 AM daily. Bus Operations Hours: 4:00 AM – Midnight, 7 days/ week.
Buildings:	• Two story, 38,000 ft² maintenance building including equipment related to bus maintenance • One story, 9,300 ft² operations building • One story, 1,200 ft² tire shop • One story, 2,550 ft² masonry brake-check building • One story, 3,450 ft² masonry fuel station building • One story, 3,550 ft² bus wash and steam cleaning station • One story, 1,600 ft² Facilities Maintenance
Parking Stalls:	270 Buses and 446 Automobiles on a paved surface
Garden Grove Annex The Garden Grove Annex is considered a part of the Garden Grove Maintenance and Operation Base Complex.	
Address:	11800 Woodbury Road Garden Grove, CA 92843
Building:	Approximately 20,000 ft²
Occupancy:	4:00 AM – Midnight, 7 days/ week.

Anaheim (Base 6) Maintenance and Operations	
Address-Operations:	1717 E Via Burton Anaheim, CA 92806
Land:	10.5 acres
Occupancy:	The Maintenance buildings are occupied 24 hours per day, 7 days/ week. Note: Fuel Service, Brake Check, and Bus Wash buildings have heavy occupancy from 5:00 PM – 2:30 AM daily. Bus Operations Hours: 4:00 AM – Midnight, 7 days/ week.
Buildings:	• Two story, 47,000 ft² masonry maintenance building • Split level 11,600 ft² masonry operations building • One story, 3,500 ft² masonry brake-check building • One story, 3,500 ft² masonry fuel station building • One story, 4,600 ft² bus wash building
Parking Stalls:	220 Buses on a paved surface and 250 Automobiles in an 82,000 ft² concrete parking structure
Irvine Sand Canyon (Base 7) Maintenance and Operations	
Address-Operations:	6671 Marine Way Irvine, CA 92618
Address-Maintenance:	14736 Sand Canyon Road Irvine, CA 92618
Land:	13.2 acres (**Addresses are one continuous property**)
Occupancy:	The Maintenance buildings are occupied 24 hours per day, 7 days/ week. Note: Fuel Service, Brake Check, and Bus Wash buildings have heavy occupancy from 5:00 PM – 2:30 AM daily. Bus Operations Hours: 4:00 AM – Midnight, 7 days/ week.
Buildings:	• Two story, 43,700 ft² steel frame and masonry maintenance building • One story, 8,400 ft² operations building • One story, 3,500 ft² bus fueling and bus interior vacuum station • One story, 3,600 ft² brake-check building • One story, 3,600 ft² bus wash building • One story, 2,500 ft² parts storage building
Parking Stalls:	232 Buses and 343 Automobiles on a paved surface

Irvine Sand Canyon **Access Road to Maintenance and Operations Buildings**	
Address:	6671 Marine Way Irvine, CA 92618 This road is located off Marine Way and is the access to the OCTA's Bus Operations Building and the Caltrans maintenance site gate.
Land:	27,492 ft² includes curbs, gutters, and shoulders from fence to fence.
Brea Park-and-Ride	
Address:	965 E Lambert Road Brea, CA 92821
Land:	35,000 ft²
Occupancy:	24 hours, 7 days/ week.
Parking Stalls:	80 standard Automobile spaces and 4 Accessible spaces on a paved surface
Fullerton Transportation Center	
Address:	123 South Pomona Avenue Fullerton, CA 92832
Occupancy:	4:30 AM – 11:00 PM, 7 days/ week.
Parking Stalls:	40 standard Car spaces and 2 Accessible spaces on a paved surface
Fullerton Park-and-Ride	
Address:	3000 West Orangethorpe Avenue Fullerton, CA 92833
Land:	11.1 acres
Occupancy:	4:30 AM – 11:00 PM, 7 days/ week.
Parking Stalls:	785 standard Automobile spaces and 30 Accessible spaces on a paved surface
Goldenwest Transportation Center	
Address:	7301 & 7401 Center Avenue Huntington Beach, CA 92647 Addresses are one continuous property

Land:	4.2 acres total (1.5 acres & 2.7 acres)
Occupancy:	4:30 AM – 11:00 PM, 7 days/ week.
Parking Stalls:	At 7301 Center: 104 standard Car spaces and 6 Accessible spaces on a paved surface At 7401 Center: 198 standard Car spaces and 7 Accessible spaces on a paved surface
Laguna Hills Transportation Center	
Address:	24282 Calle De Los Caballeros Laguna Hills, CA 92653
Land:	2.3 acres
Occupancy:	4:30 AM – 11:00 PM, 7 days/ week.
Parking Stalls:	160 standard Automobile spaces and 6 Accessible spaces on a paved surface
Newport Beach Transportation Center	
Address:	1550 Avocado Avenue Newport Beach, CA 92660
Land:	2.8 acres
Occupancy:	4:30 AM – 11:00 PM, 7 days/ week.
Parking Stalls:	70 standard Car spaces and 4 Accessible spaces on a paved surface
OC Streetcar Maintenance Storage Facility (MSF)	
Address:	2008 W 5th Street Santa Ana, CA 92703
Land:	2.9 acres
Occupancy:	Mon - Thurs 6:00 AM – 11:00 PM, Fri – Sat 6:00 AM – 1:00 AM, Sun and Holidays 7:00 AM – 10:00 PM **(Applies to all OC Streetcar locations)**
Buildings:	• Two story, 49,619 ft² maintenance building • One story, 5,155 ft² (street)car wash building
Parking Stalls:	52 Automobiles on a paved surface

OC Streetcar Harbor Park-and-Ride	
Address:	13914 Harbor Boulevard Garden Grove, CA 92843
Land:	24,000 ft²
Parking Stalls:	40 standard Automobile spaces and 2 Accessible spaces on a paved surface
OC Streetcar Flangeway	
Address:	Streetcar street crossings and street path embedded rail from Harbor Park-and-Ride lot, Garden Grove, CA to Santa Ana Regional Transportation Center (SARTC), Santa Ana, CA
Land:	4.2-mile line length of track

VERIFICATION OF WORK

Facilities Maintenance Contractors

- ☐ **Administration Building** *(Orange)*
- ☐ **Anaheim** *(Base 6)*
- ☐ **Garden Grove** *(Base 4)*
- ☐ **Irvine Sand Canyon** *(Base 7)*
- ☐ **Irvine Construction Circle** *(Base 2)*
- ☐ **Santa Ana** *(Base 1)*
- ☐ **Brea Park & Ride**
- ☐ **Fullerton Park & Ride**
- ☐ **Fullerton Transportation Center**
- ☐ **Goldenwest Transportation Center**
- ☐ **Laguna Hills Transportation Center**
- ☐ **OC Streetcar Maintenance Storage Facility**
- ☐ **Tustin Transportation Center**
- ☐ **Newport Beach Transportation Center**

Date: _____

Time In: _____

Time Out: _____

OCTA WO #: _____

Name of Contract: _____

Description of Work: _____

_____

_____

_____

This is to verify that _____ persons were on duty this date and that all services, as called
Number
for in the contract were actually performed.

Signed: _____
Contractor's Representative

Verified: _____
OCTA's Representative

APPENDIX A
LOT SWEEPING SCHEDULE

Sweeping services shall be performed as written below. OCTA's Section Manager of Facilities Maintenance or designee must first approve any changes to this established schedule in writing. All sweeping operations must comply with local jurisdiction's noise restrictions.

Sweep locations twice per week, unless otherwise notes, during times listed:

Location	**Days of Week**	**Hours:**
Brea Park and Ride	Monday, Thursday	9:00 PM – 10:00 PM
Laguna Hills Transportation	Monday, Thursday	10:00 PM – 11:00 PM
Irvine Sand Canyon Base, Bus Operations & Access Road	Monday, Thursday	10:30 PM – 11:59 PM
Garden Grove Annex, Bus Operations	Tuesday, Friday	12:01 AM – 2:00 AM
Santa Ana Base, Operations	Tuesday, Friday	2:00 AM – 2:30 AM
Anaheim Base, Parking	Tuesday, Friday	2:30 AM – 3:00 AM
Fullerton Transportation	Tuesday, Saturday	2:30 AM – 3:00 AM
Fullerton Park-and-Ride	Tuesday, Saturday	3:00 AM – 4:00 AM
Newport Beach Transportation	Tuesday, Saturday	3:00 AM – 4:00 AM
Goldenwest Transportation	Tuesday, Saturday	5:00 AM – 6:00 AM
Laguna Beach Transportation	Tuesday, Saturday	7:00 AM – 10:00 AM
Garden Grove Base, Bus Maintenance Yard	Monday, Thursday	8:00 AM – 2:00 PM
Santa Ana Base, Maintenance Yard	Monday, Thursday	8:00 AM – 2:00 PM
Anaheim Base, Bus Maintenance Yard	Monday, Thursday	8:00 AM – 2:00 PM
Irvine Sand Canyon Base Bus Maintenance Yard	Monday, Thursday	8:00 AM – 2:00 PM
Irvine Construction Circle Base, Maintenance Yard	Monday, Thursday	8:00 AM – 10:00 AM
Irvine Construction Circle Base, Operations	Monday, Thursday	12:00 AM – 2:00 AM
OC Streetcar MSF	Monday, Thursday	1:00 AM – 6:00 AM
OC Streetcar Harbor Park-and-Ride	Monday, Thursday	1:00 AM – 6:00 AM
OC Streetcar Flange-way	Monday or Thursday	1:00 AM – 6:00 AM

This is a proposed schedule and may be revised with the written approval of the Facilities Maintenance Manager.

REQUIREMENTS

SECURITY & CHECK- IN

- All personnel, visitors, vendors, and contractors must sign in at the front entrance security desk upon arrival.
- Employees and contractors must display their OCTA issued badge.
- All work performed by contractors or vendors must be coordinated and planned through the Operations Control Center (OCC) and a designated site supervisor/project manager.

PPE

- Yard: Orange hi-visibility vest, closed toe shoes.
- Maintenance Shop: ASTM F2413 EH rated safety shoes, orange hi-visibility vests, and clear safety glasses with side shields.

TRACK ACCESS

Requires prior authorization and may only occur under approved conditions. Unauthorized access to tracks is strictly prohibited.

ROADWAY WORKER PROTECTION (RWP)

Anyone performing work within 6 ft of the track or 10 ft of overhead powerlines/equipment must receive training and authorization.

OCTA

OC STREETCAR YARD & MAINTENANCE STORAGE FACILITY

SAFETY AWARENESS GUIDE

EMERGENCY RESPONSE

- **Dial 911** for life-threatening emergencies and immediately contact OCC.
- **Follow evacuation routes** to designated Assembly Areas.
- **Report** all incidents, injuries, and near-misses immediately to OCC.

OCSTREETCAR

2008 W. 5th Street, Santa Ana, CA 92703
Operations Control Center (OCC)
(888) 560-5050

SAFETY PRINCIPLES

SAFETY IS A CORE VALUE

No job should be performed unsafely.

STOP WORK AUTHORITY

Anyone can stop work if an unsafe condition or behavior is observed.

REPORT HAZARDS

Notify a supervisor or manager.



Specialty Work Includes:

- *Hot Work, Confined Space, Chemicals/Spills Response, LOTO/Control of Hazardous Energy, etc.*
- *ALL SPECIALITY WORK MUST BE PERFORMED BY QUALIFIED INDIVIDUALS WITH PRIOR AUTHORIZATION FROM OCC.*

SHOP SAFETY

- Pits/Elevated Work: Always keep safety gates and railings in place. Never leave openings unprotected.
- Jacks/Lifts, Cranes/Rigging: Only to be used by authorized, trained individuals. Do not walk under a raised load, or through barricaded/restricted area(s).

ELECTRICAL & OVERHEAD POWER HAZARDS

- Treat all overhead wires, contact systems, and electrical equipment as energized unless verified and grounded by qualified personnel.
- Stay 10 ft away from overhead power lines unless authorized, qualified, and protected.
- Only trained staff may de-energize, re-energize, test, or apply safety devices to any electrified system.

Unsafe acts may lead to immediate site removal.

MOTOR VEHICLE SAFETY

- Do not drive vehicles past parking area without permission from OCC.
- Park only in designated parking spots.
- Keep a safe distance from moving vehicles and never drive between streetcars unless permitted by OCC.

YARD & TRACK SAFETY

RAIL SAFETY AWARENESS

- Expect rail vehicle movement on any track, in any direction, at any time.
- Rail vehicles have the right-of-way.

WALKING AND ACCESS

- Use walkways and avoid distractions.
- Avoid walking or stepping on rail.
- Keep fire lanes and designated walkways clear.

WARNING SIGNS

- Blue Flag/Blue Light Protection indicates someone is working on, under, or between streetcars.
- Red Flag Protection indicates track is out of service.

PERSONAL ELECTRONIC DEVICE USE

- Prohibited within 6 ft of any track.
- Includes but not limited to wireless phones, smart phones, smart watches, Bluetooth devices, laptop computers, headphones, and/or earbuds.

ATTACHMENT A

SECTION IV. BID PACKAGE

A. BID

The Bidder shall complete all the forms identified below and contained in this IFB. The bid may not contain exceptions to or deviations from the requirements of this IFB.

Quantities listed on the Bid Summary Sheet are for evaluation purposes only and do not imply any guaranteed minimum or maximum usage by the Authority. Prices quoted shall remain firm for the term of the Agreement or Purchase Order.

All freight costs to be included in the bidder's price as the terms shall be F.O.B. destination.

1. Bid Form

In compliance with the Invitation for Bids, **"Lot Sweeping Services"**, the Bidder with full cognizance thereof, hereby proposes to perform the entire work in strict compliance with all of the said requirements and provisions for the prices set forth herein upon which award of contract is made. The Bidder affirms that the information provided herein is true and accurate and that any misrepresentations are made under penalty of perjury.

Bidder's Authorized Representative - Name*
Please provide the full name of the Bidder's Authorized Representative.

*Response required

Bidder's Authorized Representative - Title*
Please provide the full title/position of the Bidder's Authorized Representative.

*Response required

Bidder's Authorized Representative - Telephone Number*
Please provide the full phone number of the Bidder's Authorized Representative. Be sure to include area code and extension (if applicable)

*Response required

Bidder's Authorized Representative - Fax Number
Please provide the full fax number of the Bidder's Authorized Representative. Be sure to include area code and extension (if applicable)

Bidder's Authorized Representative - Email Address*
Please provide the full email address of the Bidder's Authorized Representative.

*Response required

Bidder's Post Office Address*
Please provide the full physical address of Bidder as used by the post office or delivery service.

*Response required

2. Information Required of Bidder

Type of Firm*

Which type of firm best describes the Bidder's company?

☐ Individual
☐ Partnership
☐ Corporation
*Response required

Corporation?*

Is the Bidder's Company a corporation organized under the laws of a given State?

☐ Yes
☐ No

*Response required

When equals "Yes"

State of Incorporation*

Under the laws of what State is the Bidder's Company incorporated?

*Response required

DIR Registration Number*

What is your Public Works Contractor Registration (PWCR) Number as issued by the California Department of Industrial Relations?

*Response required

Certified Small Business?*

Is your firm a certified small business in California?

☐ Yes
☐ No

*Response required

Owners or Officers*

List the names and addresses of all owners of the firm or names and titles of all officers of the corporation.

*Response required

Project References*

List at least three project references for which Bidder has provided similar services and/or products in the last two years.

Please be sure to provide the following for each reference:

- Type of Service/Product

- Date Completed
- Name and Address of Owner
- Contact Name, Phone Number, and Email Address
- Total Cost

*Response required

3. Forms

Status of Past and Present Contracts Form*

Please download the below documents, complete, and upload.

- Status_of_Past_and_Present_...

*Response required

List of Subcontractors Form*

Please download the below documents, complete, and upload.

- List_of_Subcontractors.docx

*Response required

4. Submittal

Bidder Acknowledgement*

The Bidder hereby proposes to supply all services and products as required in the **IFB 250223, "Lot Sweeping Services"**, and to hold bid pricing for 120 calendar days after the bid close date.

☐ Please confirm

*Response required

PRICE SUMMARY SHEET

Enter below the proposed firm-fixed prices for each service location described in the Scope of Work. Prices below shall include all direct costs, indirect costs (including prevailing wage), and profits for providing monthly lot sweeping services. Contractor shall provide services per the frequencies listed in accordance with Appendix A, Sweeping Schedule, at the Service Locations listed below. Prices quoted shall remain firm for the entire term of the agreement. Contractors must quote all line items for all five (5) years for monthly services, failure to quote all years shall result in a non-responsive bid. THIS IS A PREVAILING WAGE CONTRACT.

3-Year Initial Term: Effective November 1, 2026 Through October 31, 2029

LINE ITEM NO.	SERVICE LOCATIONS	YEAR 1 11/1/2026 - 10/31/2027 MONTHLY RATE:	YEAR 2 11/1/2027 - 10/31/2028 MONTHLY RATE:	YEAR 3 11/1/2028 - 10/31/2029 MONTHLY RATE:
1	Brea Park and Ride	$ -	$ -	$ -
2	Laguna Hills Transportation	$ -	$ -	$ -
3	Irvine Sand Canyon Base, Bus Operations & Access Road	$ -	$ -	$ -
4	Garden Grove Annex, Bus Operations	$ -	$ -	$ -
5	Santa Ana Base, Operations	$ -	$ -	$ -
6	Anaheim Base, Parking	$ -	$ -	$ -
7	Fullerton Transportation	$ -	$ -	$ -
8	Fullerton Park-and-Ride	$ -	$ -	$ -
9	Newport Beach Transportation	$ -	$ -	$ -
10	Goldenwest Transportation	$ -	$ -	$ -
11	Laguna Beach Transportation	$ -	$ -	$ -
12	Garden Grove Base, Bus Maintenance Yard	$ -	$ -	$ -
13	Santa Ana Base, Maintenance Yard	$ -	$ -	$ -
14	Anaheim Base, Bus Maintenance Yard	$ -	$ -	$ -
15	Irvine Sand Canyon Base Bus Maintenance Yard	$ -	$ -	$ -
16	Irvine Construction Circle Base, Maintenance Yard	$ -	$ -	$ -
17	Irvine Construction Circle Base, Operations	$ -	$ -	$ -
18	OC Streetcar MSF	$ -	$ -	$ -
19	OC Streetcar Harbor Park-and-Ride	$ -	$ -	$ -
20	OC Streetcar Flange-way	$ -	$ -	$ -
Subtotal per Month		$ -	$ -	$ -
Subtotal per Year		$ -	$ -	$ -
Total for TABLE A - Initial 3-year Term			$	-

Option Term: Effective November 1, 2029 through October 31, 2031

LINE ITEM NO.	SERVICE LOCATIONS	OPTION TERM - YEAR 1 11/1/2029 - 10/31/2030 MONTHLY RATE:	OPTION TERM - YEAR 2 11/1/2030 - 10/31/2031 MONTHLY RATE:
1	Brea Park and Ride	$ -	$ -
2	Laguna Hills Transportation	$ -	$ -
3	Irvine Sand Canyon Base, Bus Operations & Access Road	$ -	$ -
4	Garden Grove Annex, Bus Operations	$ -	$ -
5	Santa Ana Base, Operations	$ -	$ -
6	Anaheim Base, Parking	$ -	$ -
7	Fullerton Transportation	$ -	$ -
8	Fullerton Park-and-Ride	$ -	$ -
9	Newport Beach Transportation	$ -	$ -
10	Goldenwest Transportation	$ -	$ -

PRICE SUMMARY SHEET

11	Laguna Beach Transportation	$ -	$ -
12	Garden Grove Base, Bus Maintenance Yard	$ -	$ -
13	Santa Ana Base, Maintenance Yard	$ -	$ -
14	Anaheim Base, Bus Maintenance Yard	$ -	$ -
15	Irvine Sand Canyon Base Bus Maintenance Yard	$ -	$ -
16	Irvine Construction Circle Base, Maintenance Yard	$ -	$ -
17	Irvine Construction Circle Base, Operations	$ -	$ -
18	OC Streetcar MSF	$ -	$ -
19	OC Streetcar Harbor Park-and-Ride	$ -	$ -
20	OC Streetcar Flange-way	$ -	$ -
Subtotal per Month		$ -	$ -
Subtotal per Year		$ -	$ -
Total for TABLE B - Option: 2-Year Term		$	-

Total for TABLE A - Initial 3-year Term	$ -
Total for TABLE B - Option 2-year Term	$ -
GRAND TOTAL (A) + (B)	**$** -

PRICE INCREASES /DECREASES:

Enter below the proposed firm-fixed prices for each service location described in the Scope of Work. Prices below shall include all direct costs, indirect costs (including prevailing wage), and profits for providing monthly lot sweeping services. Contractor shall provide services per the frequencies listed in accordance with Appendix A, Sweeping Schedule, at the Service Locations listed below. Prices quoted shall remain firm for the entire term of the agreement. Contractors must quote all line items for all five (5) years for monthly services, failure to quote all years shall result in a non-responsive bid. THIS IS A PREVAILING WAGE CONTRACT.

FIRM DISCOUNT AND PRICING STRUCTURE:

Bidder guarantees that prices quoted are equal to or less than prices quoted to any other local, State or Federal government entity for services of equal of lesser scope. Bidder agrees that no price increases shall be passed along to Authority during the term of this Blanket Purchase Order.

Contractor Name:

PROPOSED AGREEMENT NO. 250223

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

_____

THIS AGREEMENT is effective as of this _____ day of _____, 2026 ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, CA 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY") and _____, _____ (hereinafter referred to as "CONTRACTOR").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONTRACTOR to provide Lot Sweeping Services; and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONTRACTOR has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONTRACTOR wishes to perform these services;

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONTRACTOR as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AUTHORITY and CONTRACTOR and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part

of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

B. AUTHORITY's failure to insist in any one or more instances upon CONTRACTOR's performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of AUTHORITY's right to such performance or to future performance of such terms or conditions and CONTRACTOR's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

A. CONTRACTOR shall perform the work necessary to complete in a manner satisfactory to AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this reference, incorporated in and made a part of this Agreement. All services shall be provided at the times and places designated by AUTHORITY.

B. CONTRACTOR shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this Agreement.

Names / Functions

C. No person named in paragraph B of this Article, or his/her successor approved by AUTHORITY, shall be removed or replaced by CONTRACTOR, nor shall his/her agreed-upon

function or level of commitment hereunder be changed, without the prior written consent of AUTHORITY.

D. Should the services of any key person become no longer available to CONTRACTOR, the resume and qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key person, unless CONTRACTOR is not provided with prior notice by the departing employee. AUTHORITY shall respond to CONTRACTOR within seven (7) calendar days following receipt of these qualifications concerning acceptance of the candidate for replacement.

ARTICLE 4. TERM OF AGREEMENT

This Agreement shall commence upon the effective date of this Agreement, and shall continue in full force and effect through October 31, 2029, unless earlier terminated or extended as provided in this Agreement.

A. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement for an additional twenty-four (24) months commencing _____, 20__, and continuing through _____, 20__ ("Option Term"), and thereupon require CONTRACTOR to continue to provide services, and otherwise perform, in accordance with Exhibit A and at the amounts or rates set forth in Article 5, "Payment."

B. AUTHORITY's election to extend this Agreement beyond the Initial Term shall not diminish its right to terminate the Agreement for AUTHORITY's convenience or CONTRACTOR's default as provided elsewhere in this Agreement. The "maximum term" of this Agreement shall be the period extending from commencement through _____, 20__, which period encompasses the Initial Term and Option Term.

ARTICLE 5. PAYMENT

A. For CONTRACTOR's full and complete performance of its obligations under this Agreement, and subject to the maximum cumulative payment obligation provisions set forth in Article 6,

AUTHORITY shall pay CONTRACTOR on a firm fixed price basis in accordance with the following provisions.

B. The following schedule shall establish the firm fixed payment to CONTRACTOR by AUTHORITY for each work task set forth in the Scope of Work. The schedule shall not include any CONTRACTOR expenses not approved by AUTHORITY including but not limited to reimbursement for local meals.

C. CONTRACTOR shall invoice AUTHORITY on a monthly basis for payments corresponding to the work actually completed by CONTRACTOR. Percentage of work completed shall be documented in a monthly progress report prepared by CONTRACTOR, which shall accompany each invoice submitted by CONTRACTOR. CONTRACTOR shall also furnish such other information as may be requested by AUTHORITY to substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to make full payment for any task listed in paragraph B of this Article until such time as CONTRACTOR has documented to AUTHORITY's satisfaction, that CONTRACTOR has fully completed all work required under the task. AUTHORITY's payment in full for any task completed shall not constitute AUTHORITY's final acceptance of CONTRACTOR's work under such task.

D. Invoices shall be submitted by CONTRACTOR on a monthly basis and shall be submitted in duplicate to AUTHORITY's Accounts Payable office. CONTRACTOR may also submit invoices electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice shall be accompanied by the monthly progress report specified in paragraph C of this Article. AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each invoice. Each invoice shall include the following information:

1. Agreement No. 250223;
2. Specify the task number for which payment is being requested;
3. The time period covered by the invoice;
4. Total monthly invoice (including project-to-date cumulative invoice amount) and retention;

5. Monthly Progress Report;
6. Weekly certified payroll for personnel subject to prevailing wage requirements, if applicable;
7. Certification signed by the CONTRACTOR or his/her designated alternate that a) The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup information included with the invoice is true, complete and correct in all material respects; c) All payments due and owing to subconsultants and suppliers have been made; d) Timely payments will be made to subconsultants and suppliers from the proceeds of the payments covered by the certification and; e) The invoice does not include any amount which CONTRACTOR intends to withhold or retain from a subconsultant or supplier unless so identified on the invoice;
8. Any other information as agreed or requested by AUTHORITY to substantiate the validity of an invoice.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONTRACTOR mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for CONTRACTOR's profit) shall be _____ Dollars ($_____.00) which shall include all amounts payable to CONTRACTOR for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE 7. NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

To CONTRACTOR: To AUTHORITY:

Orange County Transportation Authority

550 South Main Street

P.O. Box 14184

Orange, CA 92863-1584

ATTENTION:

Name:

Title:

Phone:

Email:

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONTRACTOR's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONTRACTOR's personnel performing services under this Agreement shall at all times be under CONTRACTOR's exclusive direction and control and shall be employees of CONTRACTOR and not employees of AUTHORITY. CONTRACTOR shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONTRACTOR’s personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said personnel, or allegations involving any other independent contractor misclassification issues, CONTRACTOR shall defend and indemnify AUTHORITY in relation to any allegations made.

ARTICLE 9. INSURANCE

A. CONTRACTOR shall procure and maintain insurance coverage in full force and effect during the entire term of the Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONTRACTOR shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and Personal Injury Liability, and Property Damage with a minimum limit of $1,000,000 per occurrence, $2,000,000 general aggregate and $2,000,000 Products/Completed Operations aggregate;
2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of $1,000,000 for each accident;
3. Workers' Compensation with limits as required by the State of California including a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and
4. Employers' Liability with minimum limits of $1,000,000 per accident, $1,000,000 policy limit-disease, and $1,000,000 policy limit employee-disease.
5. Contractors Pollution Liability with limits of not less than $1,000,000 per claim and aggregate arising from the contractor's operations;

B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket additional insured endorsement, designating the AUTHORITY, its officers, directors and employees as additional insureds on general liability and automobile liability, as required by Agreement. Proof of insurance coverage must be received by AUTHORITY within ten (10) calendar days from the effective date of the Agreement and prior to commencement of any work. Such insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the AUTHORITY. Furthermore, AUTHORITY reserves the right to request certified copies or review all related insurance policies, in response to a related loss.

C. CONTRACTOR shall also include in each subcontract, the stipulation that subconsultants shall maintain insurance coverage in the amounts required of CONTRACTOR as provided in the Agreement. Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial General Liability, and Auto Liability insurance policies.

D. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

E. CONTRACTOR shall submit required insurance certificates to AUTHORITY's insurance tracking contractor, InsureTrack. CONTRACTOR shall respond directly to InsureTrack's request for updated insurance certificates and other insurance-related matters by email to octa@instracking.com.

F. CONTRACTOR shall include on the face of the certificate of insurance, the following information:

1. The Agreement Number 250223 and, the Section Manager's Name, Javier Lopez Jr
2. For Certificate Holder: The Orange County Transportation Authority, its officers, directors, employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV 89160.

ARTICLE 10. ORDER OF PRECEDENCE

Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1) the provisions of this Agreement, including all exhibits; (2) the provisions of IFB 250223 ; (3) CONTRACTOR's bid dated _____; (4) all other documents, if any, cited herein or incorporated by reference.

ARTICLE 11. CHANGES

A. By written notice or order, AUTHORITY may, from time to time, order work suspension and/or make changes in the general scope of this Agreement, including, but not limited to, the services furnished to AUTHORITY by CONTRACTOR as described in the Scope of Work. If any such work suspension or change causes an increase or decrease in the price of this Agreement or in the time required for its performance, CONTRACTOR shall promptly notify AUTHORITY

thereof and assert its claim for adjustment within ten (10) calendar days after the change or work suspension is ordered, and an equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONTRACTOR from proceeding immediately with the Agreement as changed.

B. CONTRACTOR shall only commence work covered by an amendment after the amendment is executed by AUTHORITY.

ARTICLE 12. DISPUTES

A. Except as otherwise provided in this Agreement, when a dispute arises between CONTRACTOR and AUTHORITY, the project managers shall meet to resolve the issue. If project managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts Administration and Materials Management (CAMM), who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to CONTRACTOR. The decision of the Director, CAMM, shall be the final and conclusive administrative decision.

B. Pending final decision of a dispute hereunder, CONTRACTOR shall proceed diligently with the performance of this Agreement and in accordance with the decision of AUTHORITY's Director, CAMM. Nothing in this Agreement, however, shall be construed as making final the decision of any AUTHORITY official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

ARTICLE 13. TERMINATION

A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part, by giving CONTRACTOR written notice thereof. Upon said notice, AUTHORITY shall pay CONTRACTOR its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY to be reasonably necessary to effect such termination. Thereafter, CONTRACTOR shall have no further claims against AUTHORITY under this Agreement.

B. In the event either Party defaults in the performance of any of their obligations under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon receipt of such notice, CONTRACTOR shall immediately cease work, unless the notice from AUTHORITY provides otherwise. Upon receipt of the notice from AUTHORITY, CONTRACTOR shall submit an invoice for work and/or services performed prior to the date of termination. AUTHORITY shall pay CONTRACTOR for work and/or services satisfactorily provided to the date of termination in compliance with this Agreement. Thereafter, CONTRACTOR shall have no further claims against AUTHORITY under this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such termination.

ARTICLE 14. INDEMNIFICATION

CONTRACTOR shall indemnify, defend and hold harmless AUTHORITY, its officers, directors, employees and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by CONTRACTOR, its officers, directors, employees, agents, subconsultants or suppliers in connection with or arising out of the performance of this Agreement.

ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONTRACTOR either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONTRACTOR, without the prior written consent of AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONTRACTOR of its obligations to comply fully with all terms and conditions of this Agreement.

B. If CONTRACTOR wishes to subcontract any of the work described in Exhibit B, AUTHORITY must be given prior notification and must consent to CONTRACTOR's subcontracting portions

of the Scope of Work to the requested subconsultant(s). If AUTHORITY approves of the subconsultant, CONTRACTOR shall include in the subcontract agreement the stipulation that CONTRACTOR, not AUTHORITY, is solely responsible for payment to the subconsultant for the amounts owing and that the subconsultant shall have no claim, and shall take no action, against AUTHORITY, its officers, directors, employees or sureties for nonpayment by CONTRACTOR.

Subcontractor Name	Addresses	Function

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONTRACTOR shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONTRACTOR's accounting books, records, payroll documents and facilities, as AUTHORITY deems necessary. CONTRACTOR shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONTRACTOR's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONTRACTOR shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

A. CONTRACTOR agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONTRACTOR is unable, or potentially unable to render impartial assistance or advice to the AUTHORITY; CONTRACTOR's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONTRACTOR has an unfair competitive

advantage. CONTRACTOR is obligated to fully disclose to the AUTHORITY in writing Conflict of Interest issues as soon as they are known to the CONTRACTOR. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AUTHORITY determines that CONTRACTOR, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONTRACTOR and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board disclosing all required financial interests.

ARTICLE 18. CODE OF CONDUCT

CONTRACTOR agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party contracts, which is hereby referenced and by this reference is incorporated herein. CONTRACTOR agrees to include these requirements in all of its subcontracts.

ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONTRACTOR and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS

CONTRACTOR warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY

In connection with its performance under this Agreement, CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONTRACTOR shall take affirmative action to ensure that applicants are employed, and that

employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE 22. PROHIBITED INTERESTS

A. CONTRACTOR covenants that, for the term of this Agreement, no director, member, officer or employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. No member of or delegate to, the Congress of the United States shall have any interest, direct or indirect, in this Agreement or to the benefits thereof.

ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS

A. The originals of all letters, documents, reports and other products and data produced under this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made for CONTRACTOR's records but shall not be furnished to others without written authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein shall be retained by AUTHORITY.

B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings, descriptions, and all other written information submitted to CONTRACTOR in connection with the performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any purposes other than the performance under this Agreement, nor be disclosed to an entity not connected with the performance of the project. CONTRACTOR shall comply with AUTHORITY's policies regarding such material. Nothing furnished to CONTRACTOR, which is otherwise known to CONTRACTOR or is or becomes generally known to the related industry shall be deemed confidential. CONTRACTOR shall not use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in any professional

publication, magazine, trade paper, newspaper, seminar or other medium without the express written consent of AUTHORITY.

C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be released by CONTRACTOR to any other person or agency except after prior written approval by AUTHORITY, except as necessary for the performance of services under this Agreement. All press releases, including graphic display information to be published in newspapers, magazines, etc., are to be handled only by AUTHORITY unless otherwise agreed to by CONTRACTOR and AUTHORITY.

ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT

A. In lieu of any other warranty by AUTHORITY or CONTRACTOR against patent or copyright infringement, statutory or otherwise, it is agreed that CONTRACTOR shall defend at its expense any claim or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and CONTRACTOR shall pay all costs and damages finally awarded in any such suit or claim, provided that CONTRACTOR is promptly notified in writing of the suit or claim and given authority, information and assistance at CONTRACTOR's expense for the defense of same. However, CONTRACTOR will not indemnify AUTHORITY if the suit or claim results from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered form infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other material not provided by CONTRACTOR when such use in combination infringes upon an existing U.S. letters patent or copyright.

B. CONTRACTOR shall have sole control of the defense of any such claim or suit and all negotiations for settlement thereof. CONTRACTOR shall not be obligated to indemnify AUTHORITY under any settlement made without CONTRACTOR's consent or in the event AUTHORITY fails to cooperate fully in the defense of any suit or claim, provided,

however, that said defense shall be at CONTRACTOR's expense. If the use or sale of said item is enjoined as a result of such suit or claim, CONTRACTOR, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity thereto.

ARTICLE 25. FINISHED AND PRELIMINARY DATA

A. All of CONTRACTOR's finished technical data, including but not limited to illustrations, photographs, tapes, software, software design documents, including without limitation source code, binary code, all media, technical documentation and user documentation, photo prints and other graphic information required to be furnished under this Agreement, shall be AUTHORITY's property upon payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement. CONTRACTOR further agrees that it shall have no interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

B. It is expressly understood that any title to preliminary technical data is not passed to AUTHORITY but is retained by CONTRACTOR. Preliminary data includes roughs, visualizations, software design documents, layouts and comprehensives prepared by CONTRACTOR solely for the purpose of demonstrating an idea or message for AUTHORITY's acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AUTHORITY if CONTRACTOR causes AUTHORITY to exercise Article 11, and a price shall be negotiated for all preliminary data.

ARTICLE 26. HEALTH AND SAFETY REQUIREMENTS

CONTRACTOR shall comply with all the requirements set forth in Exhibit, titled "Level II SAFETY SPECIFICATIONS." As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall mean "Sub-consultant."

ARTICLE 27. LIMITATION ON GOVERNMENTAL DECISIONS

CONTRACTOR shall not make, participate in making, or use its position to influence any governmental decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq. CONTRACTOR's personnel performing services under this Agreement shall not authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONTRACTOR's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

ARTICLE 28. GENERAL WAGE RATES

All laborers and mechanics employed by CONTRACTOR or subcontractor at any tier working on the construction site, will be paid unconditionally and not less often than once a week and without any subsequent deduction or rebate on any account (except such payroll deductions as are permitted or required by federal, state or local law, regulation or ordinance), the full amounts due at the time of payment computed at wage rates and per diem rate not less than the aggregate of the highest of the two basic hourly rates and rates of payments, contributions or costs for any fringe benefits contained in the current general prevailing wage rate(s) and per diem rate(s), established by the Director of the Department of Industrial Relations of the State of California, (as set forth in the Labor Code of the State of California, commencing at Section 1770 et. seq.), regardless of any contractual relationship which may be alleged to exist between CONTRACTOR or subcontractor and their respective mechanics, laborers, journeypersons, workpersons, craftspersons or apprentices. Copies of the current General Prevailing Wage Determinations and Per Diem Rates are on file at AUTHORITY's offices and will be made available to CONTRACTOR upon request. CONTRACTOR shall post a copy thereof at each job site at which work hereunder is performed.

In addition to the foregoing, CONTRACTOR agrees to comply with all other provisions of the Labor

Code of the State of California, which are incorporated herein by reference, pertaining to workers performing work hereunder including, but not limited to, those provisions for work hours, payroll records and apprenticeship employment and regulation program. CONTRACTOR agrees to insert or cause to be inserted the preceding clause in all subcontracts, which provide for workers to perform work hereunder regardless of the subcontractor tier.

ARTICLE 29. FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party; and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. 250223 to be executed as of the date of the last signature below.

CONTRACTOR

SIGNATURE

DATE SIGNED

ORANGE COUNTY TRANSPORTATION AUTHORITY

DARRELL E. JOHNSON, CHIEF EXECUTIVE OFFICER

APPROVED AS TO FORM:

JAMES M. DONICH, GENERAL COUNSEL

APPROVED:

JOHNNY DUNNING JR., CHIEF OPERATIONS OFFICER

LEVEL 2 STANDARD HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC), requirements of this safety specification, project site requirements, and bus yard safety rules as well as all federal, state, and local regulations pertaining to scope of work or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.

B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be reason for termination of scope or agreements with the Authority, at the sole discretion of the Authority.

C. INJURY AND ILLNESS PREVENTION PROGRAM

The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. SUBSTANCE ABUSE PREVENTION PROGRAM

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

E. HAZARD COMMUNICATION PROGRAM

1. Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

2. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

F. STORM WATER POLLUTION PREVENTION PLAN

1. The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

G. DESIGNATED HEALTH, SAFETY, ENVIRONMENTAL (HSE) REPRESENTATIVE

1. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.

2. This person shall be a Competent or Qualified Individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards, and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

3. The Contractor's HSE Representative is subject to acceptance by the Authority Project Manager, and the HSEC Department. All contact information of the HSE Representative (name, phone, and fax and pager/cell phone number) shall be provided to the Authority Project Manager, upon request, within 72 hours.

4. The Contractor's HSE Representative shall hold a current certification from the Board of Certified Safety Professionals (BCSP) and have five years of demonstrated construction/scope experience enforcing HSE compliance on construction, industrial or similar project scopes. The designated HSE Representative shall participate in any required HSE related submittals. The Authority reserves the right to allow for an exception and to modify these minimum qualification requirements for unforeseen circumstances, at the sole discretion of the Authority Project Manager and HSEC Department Manager.

5. A Job Hazard Analysis (JHA) shall be prepared for the field activities scheduled and signed/dated by the Contractor's project manager and the Contractor's HSE Representative and all employees of the work crew prior to beginning scheduled task.

6. Competent Individual means an individual who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees and/or property, and who has authorization to take prompt corrective measures to eliminate them.

7. Qualified Individual means an individual who by possession of a recognized degree, certificate, certification or professional standing, or

who by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve or resolve problems relating to the subject matter, the work, or the Project.

H. SCOPE PLANNING

Prior to any scope work activity or task, the Contractor shall evaluate the hazards of the scope of work and the work environment to ensure proper control measures are identified for employee public and property protection measures to prevent incidents. This evaluation shall be implemented by developing a written site specific Job Hazard Analysis (JHA) or similar tool designed for planning the work to prevent incidents. The plan shall be provided to the Authority's Project Manager, upon request, within 72 hours.

I. ORIENTATION

1. The Contractor shall conduct and document a project site safety orientation for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to performing any work on Authority projects. The safety orientation at a minimum shall include, as applicable, Personal Protection Equipment (PPE) requirements, eye protection, ANSI class 2 or 3 reflective vests, designated smoking, eating, and parking areas, traffic speed limit and routing, cell phone policy, and barricade requirements. When required by scope, additional orientation shall include fall protection, energy isolation/lock-out/tag-out (LOTO), confined space, hot work permit, security requirements, and similar project safety requirements.

2. Copies of orientation documents shall be provided to the Authority Project Manager within 72 hours upon request.

J. TRAFFIC & PARKING

The Contractor shall ensure that all Contractor vehicles, including those of their subcontractors, suppliers, vendors and employees are parked in designated parking areas, personal vehicles shall be parked in the employee parking lot, work vehicles required in the maintenance area of a bus base shall be identified by company name and/or logo, covered by the company insurance, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots. Vehicles without appropriate company name and logo are considered personal vehicles and not allowed in the maintenance area of the bus base.

K. GENERAL PROVISIONS

1. The Contractor shall provide all necessary tools, equipment, and related safety protective devices to execute the scope of work in compliance with Authority's HSEC requirements, CCR Title 8 Standards, and recognized safe work practices.

2. The Contractor shall immediately notify the Authority's Project Manager whenever local, state or federal regulatory agency personnel are identified as being onsite.

3. The Authority HSEC requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be pre-planned and performed, and safe conditions shall be maintained during the course of this work scope.

4. The Contractor shall specifically acknowledge that it has primary responsibility to prevent and correct all health, safety and environmental hazards for which it and its employees, or its subcontractors (and their employees) are responsible. The Contractor shall further acknowledge their expertise in recognition and prevention of hazards in the operations for which they are responsible, that the Authority may not have such expertise, and is relying upon the Contractor for such expertise. The Authority retains the right to notify the Contractor of potential hazards and request the Contractor to evaluate and, as necessary, to eliminate those hazards.

5. The Contractor shall instruct all its employees, and all associated sub-contractors under contract with the Contractor who work on Authority property in the recognition, identification, and avoidance of unsafe acts and/or conditions applicable to its work.

6. California Code of Regulations (CCR) Title 8 Standards are minimum requirements, and each Contractor is encouraged to exceed minimum requirements. When the Contractor safety requirements exceed statutory standards, the more stringent requirements shall be achieved for the safeguard of the public and workers.

1.2 ENVIROMENTAL REQUIREMENTS

A. The Contractor shall comply with Federal, State, county, municipal, and other local laws and regulations pertaining to the environment, including noise, aesthetics, air quality, water quality, contaminated soils, hazardous waste, storm water, and resources of archaeological significance. Expense of compliance with these laws and regulations is considered included in the agreement. Contractor shall provide water used for dust control, or for pre-wetting areas to be paved, as required; no payment will be made by OCTA for this water.

B. The Contractor shall prevent pollution of storm drains, rivers, streams, irrigation ditches, and reservoirs with sediment or other harmful materials. Fuels, oils, bitumen, calcium chloride, cement, or other contaminants that would contribute to water pollution shall not be dumped into or placed where they will leach into storm drains, rivers, streams, irrigation ditches, or reservoirs. If operating equipment in streambeds or in and around open waters, protect the quality of ground water, wetlands, and surface waters.

C. The Contractor shall protect adjacent properties and water resources from erosion and sediment damage throughout the duration of the contract. Contractor shall comply with applicable NPDES permits and Storm Water Pollution Prevention Plan (SWPPP) requirements.

D. Contractor shall comply with all applicable EPA, Cal EPA, Cal Recycle, DTSC, SCAQMD, local, state, county and city standards, rules and regulations for hazardous and special waste handling, recycling and/ disposal. At a minimum, Contractor shall ensure compliance where applicable with SCAQMD Rule 1166, CCR Title 8, Section 5192, 29 CFR Subpart 1910.120, 49 CFR Part 172, Subpart H, 40 CFR Subpart 265.16 and CCR Title 22 Section 6625.16. Contractor shall provide OCTA a schedule of all hazardous waste and special or industrial waste disposal dates in advance of transport date. Only authorized OCTA personnel shall sign manifests for OCTA generated wastes. Contractor shall ensure that only current registered transporters are used for disposal of hazardous waste and industrial wastes. The Contractor shall obtain approval from OCTA for the disposal site locations in advance of scheduled transport date.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);

2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;

3. Incidents impacting the environment, i.e. spills or releases on Authority property.

B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public that arise from the performance of Authority contract work. An immediate verbal notice followed by a written incident investigation report shall be submitted to Authority's Project Manager within 24 hours of the incident.

C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Investigative photos of the existing conditions and area around the injury/incident scene, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent

recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.

D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.

1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.

2. Serious Incident: includes but not limited to property damage of $500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.

3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.

4. Significant Near Miss Incident; includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 PERSONAL PROTECTIVE EQUIPMENT

Contractors, and all associated subcontractors, vendors and suppliers are required to provide their own personal protective equipment (PPE), including eye, head, foot, and hand protection, respirators, reflective safety vests, and all other PPE required to perform their work safely on Authority projects.

1.5 LANGUAGE REQUIREMENTS

The Contractor for safety reasons shall ensure employees that do not read, or understand English, shall have a bilingual supervisor or foreman when on the Authority property or projects.

1.6 WARNING SIGNS AND DEVICES

The Contractor shall provide signs, signals, and/or warning devices to be visible when and where a hazard exists. Signs, signals, and/or warning devices shall be removed when the hazard no longer exists.

1.7 REFERENCES

A. CCR Title 8 Standards (Cal/OSHA)
B. FCR Including 1910 and 1926 Standards
C. NFPA, NEC, ANSI, NIOSH Standards
D. Construction Industry Institute (CII)
E. Board of Certified Safety Professionals (BCSP)
F. OCTA Yard Safety Rules

END OF SECTION

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendments to Cooperative Agreements with Agencies Participating in the Senior Mobility Program

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

D. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with 32 cities participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

B. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the three nonprofit agencies participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of $99,431, to provide funding through June 30, 2027.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 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 $122,243, to provide funding through June 30, 2027.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of $107,485, to provide funding through June 30, 2027.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendments to Cooperative Agreements with Agencies Participating in the Senior Mobility Program

Overview

The Measure M2 Senior Mobility Program provides funding to eligible cities and designated nonprofit agencies to provide transit services that meet the mobility needs of their senior communities.

Cooperative agreements with 32 participating cities and three nonprofit agencies participating in the Senior Mobility Program will expire June 30, 2026. To continue providing funding to support Senior Mobility Program services, amendments are required to exercise the option term of the agreements for an additional five years, through June 30, 2031.

Amendments to the cooperative agreements with the three participating nonprofit agencies are required to allocate funding for fiscal year 2026-27 and ensure continuation of services.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with 32 cities participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

B. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the three nonprofit agencies participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of $99,431, to provide funding through June 30, 2027.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 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 $122,243, to provide funding through June 30, 2027.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of $107,485, to provide funding through June 30, 2027.

Discussion

Measure M2 (M2) includes funding for three programs under Project U to support the transportation needs of seniors and individuals with disabilities. One of these programs, the Senior Mobility Program (SMP), was established by the Orange County Transportation Authority (OCTA) to provide community-based transportation services for seniors. OCTA supports senior mobility services through two program models: city-based programs funded through M2 formula allocations and nonprofit-operated programs supported through local transportation funding sources.

City-Based SMP Services

For the city-based SMP services, OCTA distributes one percent of net M2 revenues through a formula allocation to participating Orange County cities based on each city's population of residents age 60 and older. Participating cities are required to provide a minimum 20 percent funding match and develop service plans consistent with SMP guidelines. On November 26, 2018, the Board of Directors (Board) approved revisions to the SMP guidelines requiring all participating cities to submit Board-approved service plans to OCTA for review and compliance verification.

Eligible SMP services include transportation to and from senior centers, medical appointments, shopping, personal care, and social or recreational activities. Services are generally limited to trips within Orange County, except for medical trips, which may extend up to ten miles outside the county boundary.

The initial term of the cooperative agreements with the 32 participating cities expires June 30, 2026. Board approval is required to exercise the five-year option term through June 30, 2031, to ensure continued program administration and service delivery.

Non-Profit Based SMP Services

Separate from the city-based SMP services, OCTA also supports senior transportation services operated by three nonprofit agencies: Abrazar Inc., Korean American Senior Association of Orange County, and Southland Integrated Services, Inc. These agencies provide transportation services across multiple jurisdictions where service is not otherwise available through a single participating city.

Because these programs are operated by nonprofit organizations rather than local jurisdictions, they are not eligible for M2 formula funding. However, OCTA continues to support these services using local transportation funding sources due to the significant mobility benefits they provide to the community. Similar to participating cities, the nonprofit agencies are required to comply with applicable SMP guidelines and provide a minimum 20 percent local funding match.

In 2011, a baseline reimbursement amount for the nonprofit agencies was established based on anticipated annual trip volumes. Beginning in 2012, annual funding adjustments have been based on prior-year funding levels and projected M2 sales tax revenue growth, consistent with the methodology used for participating cities.

These services continue to supplement city-based programs by providing transportation across multiple jurisdictions where service is limited or not otherwise available. In FY 2024–25, the three non-profit agencies collectively provided 12,489 trips and were allocated $309,890 in funding. For FY 2025–26, the allocated funding is $303,102. As of February 2026, the agencies have provided 8,666 trips, a seven percent increase compared to the same period in the prior FY.

The current funding agreements with the three nonprofit agencies require annual amendments to authorize funding for each subsequent fiscal year. The proposed amendments authorize the allocation of $322,764 in local transportation funds for FY 2026-27 to continue services through June 30, 2027. Although the cooperative agreements extend through June 30, 2031, all funding remains subject to annual Board approval.

The initial term of the three nonprofit agencies expires June 30, 2026. Board approval is required to exercise the five-year option term through June 30, 2031, to ensure continued program administration and service delivery.

Fiscal Impact

Services provided by the three nonprofit agencies are included in the Orange County Transportation Authority Proposed Fiscal Year 2026-27 Budget, Operations Division, account nos. 0030-7831-D1502-PDK, 0030-7831-D1502-PDW, and 0030-7831-D1502-PEE, using Local Transportation funds.

Summary

Staff requests that the Board authorize the Chief Executive Officer to negotiate and execute amendments to exercise the option term of the cooperative agreements with the 32 participating cities and three nonprofit agencies participating in the SMP for five years through June 30, 2031, and to execute amendments to allocate FY 2026-27 funding to the three participating nonprofit agencies to ensure the continued delivery of senior transportation services through June 30, 2027.

Attachments

A. Senior Mobility Program Summary
B. Projected Measure M2 Senior Mobility Program Funding Allocation (5 Years)
C. Senior Mobility Program Cooperative Agreements Fact Sheet for 32 Cities and Nonprofit Agencies

Approved by:

Jack Garate
Department Manager,
Specialized Transit Services
(714) 560-5387

Approved by:

Johnny Dunning, Jr.
Chief Operating Officer,
Operations
(714) 560-5710

ATTACHMENT A

Senior Mobility Program Summary	
City/Agency	**Program Overview**
Abrazar, Inc.	Transportation in central, west, and north Orange County for congregate meal programs in Westminster and Midway City, government services, medical-related needs, and limited shopping, personal, and social or recreational trips, including visits to healthcare facilities/community events.
Aliso Viejo	Curb-to-curb, on-demand taxi service for residents providing transportation to and from Sea Country and Florence Sylvester Senior Centers, as well as other local community locations, for senior nutrition and activity programs.
Anaheim	Transportation within city limits for non-emergency medical, shopping, personal, and local trips, including trips to Anaheim senior centers and social, recreational, and community locations, with extended service to select medical centers and shopping destinations outside city limits.
Brea	Curb-to-curb shuttle service to the Brea Senior Center and scheduled shopping trips, along with van service for local errands and appointments.
Buena Park	Transportation to the Buena Park Senior Center for activities, meals, shopping, and special events, with limited service for medical appointments.
Costa Mesa	Transportation to the Costa Mesa Senior Center and local shopping within city limits, with taxi service for non-emergency medical appointments both within the city and to select nearby locations.
Cypress	Transportation includes a nutrition taxi program to the Cypress Senior Center and a curb-to-curb taxi voucher program for medical appointments, shopping, and errands.
Dana Point	Door-to-door service to and from the Dana Point Community/Senior Center for the congregate meal program.
Fountain Valley	Curb-to-curb transportation within the city and nearby areas for non-emergency medical, nutrition, shopping, and social or daily needs trips.
Fullerton	Transportation to the Fullerton Community Center for nutrition and activities, along with taxi service for medical, shopping, personal, and social or recreational trips within Fullerton and to select locations, plus a 30-day fixed-route bus pass program.
Garden Grove	Transportation to the H. Louis Lake Senior Center for nutrition, classes and activities, with taxi service for non-emergency medical appointments and grocery shopping within Garden Grove.

Senior Mobility Program Summary	
City/Agency	**Program Overview**
Huntington Beach	Transportation to medical appointments, shopping, senior center programs, and special events, including select hospitals, with advance reservations required.
Irvine	Transportation to scheduled trips for medical, employment, educational, and essential personal needs within the city and to select out-of-city destinations
Korean American Senior Association	Transportation services for Korean-speaking seniors for non-emergency medical visits, grocery shopping, nutrition programs, and social or recreational trips, including visits to senior and community centers.
La Habra	Transportation to medical appointments, grocery shopping, and city programs, including select hospitals, with advance reservations required and same-day availability varies.
Laguna Beach	Door-to-door assisted transportation for trips to the senior center, medical appointments, shopping, errands, and visits to loved ones, with advance scheduling required.
Laguna Hills	Transportation within Laguna Hills, Laguna Woods, and Mission Viejo for shopping, errands, and non-emergency medical appointments, with service to select nearby destinations including medical centers, transit stations, and the airport.
Laguna Niguel	Transportation within city limits for shopping, medical trips, and other local needs, with service to select destinations including John Wayne Airport and the Long Beach Veterans Administration.
Laguna Woods	Transportation for eligible Laguna Woods residents throughout Orange County, including trips to the Long Beach Veterans Affair Hospital and John Wayne Airport.
Lake Forest	Door-to-door transportation for senior center programs, personal care, non-emergency medical appointments, shopping, and social or recreational activities, with reservations required.
Mission Viejo	Transportation within Mission Viejo, Lake Forest, Laguna Woods, Laguna Hills, and Rancho Santa Margarita, with service to select regional destinations including transit centers, medical facilities, and community service organizations.
Newport Beach	Curb-to-curb transportation to the OASIS Senior Center, medical appointments, grocery shopping, and essential errands within city limits, with advance reservations required and limited same-day service available.
Orange	Transportation to the Orange Senior Center for meals, along with a subsidized taxi voucher program for medical, pharmacy, grocery, and senior center trips within the city, plus a 30-day bus pass for seniors.

Senior Mobility Program Summary	
City/Agency	**Program Overview**
Placentia	Transportation to select medical facilities and shopping centers in nearby cities on designated days, with advance scheduling required through the Placentia Senior Center.
Rancho Santa Margarita	Transportation within Rancho Santa Margarita. Travel within the city limits free for limited number of trips.
San Clemente	Transportation within city limits for senior center access, medical appointments, shopping, personal care, and a wide range of social, recreational, and community activities.
San Juan Capistrano	On-demand door-to-door transportation to the San Juan Capistrano Community/Senior Center, with service for medical trips and grocery shopping within city limits.
Santa Ana	Non-medical transportation to Santa Ana senior centers for activities, classes, meals, excursions, and shopping within city limits.
Seal Beach	Dial-A-Ride service for non-emergency medical trips within the city and limited nearby areas, along with a fixed-route shuttle serving major local destinations.
Southland Integrated Services	Transportation for seniors to a congregate meal program at the Asian Senior Center in Santa Ana, non-emergency medical appointments, and government offices, with advance reservations required.
Stanton	On demand, door-to-door transportation to-and-from the Stanton Community/Civic Center for activities and the senior nutrition program.
Tustin	Curb-to-curb transportation within city limits for medical appointments, shopping, and senior center activities, with service to select nearby medical facilities.
Villa Park	Subsidized taxi service for medical, shopping, personal care, and social or recreational trips, within Orange County and extended mileage for medical trips.
Westminster	Curb-to-curb transportation to the senior center for meals and a shuttle service to designated shopping locations within the city, with scheduled pick-ups and reservations required.
Yorba Linda	Door-to-door transportation throughout Orange County for medical, shopping, and personal care. Social/recreational trips such as religious institutions, local parks, theaters, and restaurants.

ATTACHMENT B

Projected Measure M2 Senior Mobility Program Funding Allocation (5 Years)

Allocation Based Upon Senior Population (60+) and Available Revenues

Allocation Summary						
Local Jurisdictions	**M2 Funding**					
	2027	**2028**	**2029**	**2030**	**2031**	**Total**
Aliso Viejo	$ 55,193	$ 54,910	$ 55,276	$ 55,482	$ 57,557	$ 278,419
Anaheim	410,029	407,927	410,642	412,173	427,588	2,068,359
Brea	70,450	70,089	70,556	70,819	73,467	355,381
Buena Park	113,036	112,457	113,205	113,627	117,877	570,203
Costa Mesa	130,525	129,856	130,720	131,207	136,115	658,423
Cypress	76,088	75,698	76,202	76,486	79,347	383,822
Dana Point	71,501	71,134	71,608	71,875	74,563	360,681
Fountain Valley	106,791	106,244	106,951	107,350	111,365	538,700
Fullerton	187,447	186,487	187,728	188,428	195,475	945,565
Garden Grove	237,923	236,703	238,279	239,167	248,112	1,200,184
Huntington Beach	339,272	337,533	339,779	341,046	353,801	1,711,431
Irvine	309,091	307,506	309,553	310,708	322,328	1,559,186
La Habra	83,071	82,645	83,195	83,505	86,628	419,044
La Palma	-	-	-	-	-	-
Laguna Beach	53,255	52,982	53,335	53,534	55,536	268,642
Laguna Hills	54,808	54,527	54,890	55,095	57,156	276,477
Laguna Niguel	124,554	123,915	124,740	125,205	129,888	628,303
Laguna Woods	104,762	104,225	104,919	105,310	109,248	528,463
Lake Forest	118,061	117,456	118,238	118,678	123,117	595,549
Los Alamitos	-	-	-	-	-	-
Mission Viejo	177,972	177,060	178,239	178,903	185,594	897,768
Newport Beach	175,147	174,249	175,409	176,063	182,647	883,515
Orange	186,677	185,720	186,957	187,654	194,672	941,681
Placentia	74,972	74,588	75,085	75,365	78,183	378,193
Rancho Santa Margarita	57,745	57,449	57,831	58,047	60,218	291,290
San Clemente	111,294	110,723	111,460	111,876	116,060	561,414
San Juan Capistrano	65,739	65,402	65,837	66,083	68,554	331,614
Santa Ana	303,897	302,339	304,351	305,486	316,911	1,532,984
Seal Beach	84,454	84,021	84,581	84,896	88,071	426,023
Stanton	49,144	48,892	49,218	49,401	51,249	247,904
Tustin	88,154	87,702	88,286	88,615	91,929	444,687
Villa Park	14,063	13,991	14,084	14,136	14,665	70,938
Westminster	149,965	149,196	150,189	150,749	156,387	756,485
Yorba Linda	122,211	121,585	122,394	122,850	127,445	616,485
Total	$ 4,307,292	$ 4,285,211	$ 4,313,737	$ 4,329,819	$ 4,491,754	$ 21,727,813

Notes:

- SMP forecast is using 2020 Census Data for 60+ senior population to calculate the allocation for eligible cities.
- The funding allocation amounts are using finalized sales tax forecast received in February 2026.

ATTACHMENT C

Senior Mobility Program Cooperative Agreements Fact Sheet for 32 Cities and Nonprofit Agencies

1. May 24, 2021, Cooperative Agreements approved by the Board of Directors (Board).
   - Agreements to provide Measure M2 funding for the provision of Senior Mobility Program transportation services.
   - Initial term effective July 1, 2021, through June 30, 2026, with a five-year option term.
2. June 22, 2026, Amendments to cooperative agreements, pending Board approval.
   - Amendments to exercise the option term of the Senior Mobility Program agreements with cities and agencies for five years through June 30, 2031:

1. Agreement No. C-1-3226 - City of Aliso Viejo, Amendment No. 1, $278,419
2. Agreement No. C-1-3227 - City of Anaheim, Amendment No. 1, $2,068,359
3. Agreement No. C-1-3228 - City of Brea, Amendment No. 1, $355,381
4. Agreement No. C-1-3229 - City of Buena Park, Amendment No. 1, $570,203
5. Agreement No. C-1-3230 - City of Costa Mesa, Amendment No. 1, $658,423
6. Agreement No. C-1-3231 - City of Cypress, Amendment No. 1, $383,822
7. Agreement No. C-1-3232 - City of Dana Point, Amendment No. 1, $360,681
8. Agreement No. C-1-3233 - City of Fountain Valley, Amendment No. 1, $538,700
9. Agreement No. C-1-3234 - City of Fullerton, Amendment No. 5, $945,565
10. Agreement No. C-1-3235 - City of Garden Grove, Amendment No. 1, $1,200,184
11. Agreement No. C-1-3236 - City of Huntington Beach, Amendment No. 1, $1,711,431
12. Agreement No. C-1-3237 - City of Irvine, Amendment No. 1, $1,559,186
13. Agreement No. C-1-3238 - City of La Habra, Amendment No. 1, $419,044
14. Agreement No. C-1-3239 - City of Laguna Beach, Amendment No. 1, $268,642
15. Agreement No. C-1-3240 - City of Laguna Hills, Amendment No. 1, $276,477
16. Agreement No. C-1-3241 - City of Laguna Niguel, Amendment No. 2, $628,303
17. Agreement No. C-1-3936 - City of Laguna Woods, Amendment No. 3, $528,463
18. Agreement No. C-1-3243 - City of Lake Forest, Amendment No. 2, $595,549
19. Agreement No. C-1-3245 - City of Mission Viejo, Amendment No. 2, $897,768
20. Agreement No. C-1-3246 - City of Newport Beach, Amendment No. 1, $883,515
21. Agreement No. C-1-3247 - City of Orange, Amendment No. 1, $941,681
22. Agreement No. C-1-3248 - City of Placentia, Amendment No. 2, $378,193
23. Agreement No. C-1-3249 - City of Rancho Santa Margarita, Amendment No. 1, $291,290
24. Agreement No. C-1-3250 - City of San Clemente, Amendment No. 3, $561,414
25. Agreement No. C-1-3251 - City of San Juan Capistrano, Amendment No. 1, $331,614
26. Agreement No. C-1-3252 - City of Santa Ana, Amendment No. 1, $1,532,984
27. Agreement No. C-1-3253 - City of Seal Beach, Amendment No. 1, $426,023
28. Agreement No. C-1-3254 - City of Stanton, Amendment No. 2, $247,904

29. Agreement No. C-1-3255 - City of Tustin, Amendment No. 1, $444,687
30. Agreement No. C-1-3256 - City of Villa Park, Amendment No. 3, $70,938
31. Agreement No. C-1-3257 - City of Westminster, Amendment No. 1, $756,485
32. Agreement No. C-1-3258 - City of Yorba Linda, Amendment No. 2, $616,485
33. Agreement No. C-1-3259 - Abrazar, Inc., Amendment No. 5, $97,499
34. Agreement No. C-1-3260 - Korean American Senior Association of Orange County, Amendment No. 6, $119,868
35. Agreement No. C-1-3261 - Southland Integrated Services, Inc., Amendment No. 5, $105,397

- Amendments to nonprofit agencies to allocate funding for fiscal year 2026-27 and to ensure continuation of service.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendments to Cooperative Transit Agreements for the Provision of Special Transit Services

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 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 to continue transportation services in the amount of $114,169.20 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center to continue transportation services in the amount of $123,327.30 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, to continue transportation services in the amount of $294,794.70, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total

contract value of $1,043,763.70.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of $340,478.40, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $1,219,570.40.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 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, to continue transportation services in the amount of $1,770,904.20, to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $5,107,518.20.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendments to Cooperative Transit Agreements for the Provision of Special Transit Services

Overview

The Orange County Transportation Authority contracts with five community-based service agencies to provide transportation to OC ACCESS eligible riders attending program activities.

On June 23, 2025, the Board of Directors approved five-year cooperative agreements with each of the five agencies, which require annual amendments to adjust the per-trip reimbursement rate and maximum funding obligations. Board of Directors' approval is requested to amend the cooperative agreements to continue transportation services for OC ACCESS eligible riders.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 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 to continue transportation services in the amount of $114,169.20 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center to continue transportation services in the amount of $123,327.30 and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, to continue transportation services in the amount of $294,794.70, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $1,043,763.70.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of $340,478.40, and to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $1,219,570.40.

E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 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, to continue transportation services in the amount of $1,770,904.20, to adjust the per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of $5,107,518.20.

Discussion

Since 2005, the Orange County Transportation Authority (OCTA) has partnered with community-based service agencies (participating agencies) to implement alternative transportation programs for individuals eligible for OC ACCESS. These programs are designed to manage OC ACCESS service demand and reduce overall operating costs while maintaining reliable transportation for riders.

A significant portion of OC ACCESS trips are associated with travel to and from programs provided by the participating agencies. Through cooperative agreements, participating agencies coordinate transportation for OC ACCESS eligible riders traveling to participating agency programs, reducing the number of trips that would otherwise be provided directly by OC ACCESS.

These partnerships have proven effective in maintaining service efficiency and controlling costs. In fiscal year (FY) 2024-25, the participating agencies provided 94,187 trips, resulting in an estimated savings of approximately $4.2 million compared to the cost of providing those trips through OC ACCESS.

Under the terms of the cooperative agreements, OCTA reimburses participating agencies on a per-trip basis. Reimbursement rates are adjusted annually based on the Consumer Price Index to account for changes in operating costs. The agreements limit the annual number of OCTA subsidized trips for each participating agency to a 1.1 percent increase. However, this cap may be exceeded if a participating agency demonstrates that additional trips would directly offset OC ACCESS service demand and costs.

The proposed amendments will update the per-trip reimbursement rates and maximum funding obligations for FY 2026-27, ensuring the continued delivery of cost-effective transportation services for OC ACCESS riders.

Fiscal Impact

These services are included in the proposed OCTA FY 2026-27 Budget, Operations Division, account nos. 2131-7312-D1208-HB9, 2131-7312-D1208-HBA, 2131-7312-D1208-8T6, 2131-7312-D1208-PJX, and 2131-7312-D1208-33M, and are funded through the Local Transportation Fund.

Summary

Staff requests that the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the five participating agencies in the total amount of $8,283,185.30, to continue transportation services through June 30, 2027, and update the per-trip reimbursement rates and maximum funding obligations for FY 2026-27 for transportation services provided to OC ACCESS eligible riders.

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 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:

Jack Garate
Department Manager,
Specialized Transit Services
(714) 560-5387

Approved by:

Johnny Dunning, Jr.
Chief Operating Officer,
Operations
(714) 560-5710

ATTACHMENT A

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.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2287, in the amount of $114,169.20, pending Board approval.

    - Agreement for continued services and to adjust the rate pre-trip rate to $26.70, effective July 1, 2026, through June 30, 2027.
    - Amendment will not increase the maximum obligation of total contract value of agreement.

Total committed to North County Senior Services, LLC, doing business as Acacia Adult Day Services, Cooperative Agreement No. C-4-2287: $414,729.

ATTACHMENT B

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.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2288, in the amount of $123,327.30, pending Board approval.

    - Agreement for continued services and to adjust the rate per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027.
    - Amendment will not increase the maximum obligation of total contract value of agreement.

Total committed to Alzheimer's Family Center Cooperative Agreement No. C-4-2288: $497,604.00

ATTACHMENT C

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.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2289, in the amount of $294,794.70, pending Board approval.

    - Agreement for continued services and to adjust the rate pre-trip to $26.70, effective July 1, 2026, through June 30, 2027.
    - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to Community SeniorServ, doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-4-2289: $1,043,763.70.

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.

4. June 22, 2026, Amendment No. 3 to Cooperative Agreement No. C-4-2290, in the amount of $340,478.40, pending Board approval.

    - Agreement for continued services and to adjust the rate per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027.
    - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to SoCal Senior Services, LLC, Cooperative Agreement No. C-4-2290: $1,219,570.40.

ATTACHMENT E

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 fiscal year 2024-25.

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.

4. June 22, 2026, Amendment No. 3 to Cooperative Agreement No. C-4-2291, in the amount of $ $1,770,904.20, pending Board approval.

    - Agreement for continued services and to adjust the rate per-trip rate to $26.70, effective July 1, 2026, through June 30, 2027.
    - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to Orange County Adult Achievement Center, doing business as My Day Counts, Cooperative Agreement No. C-4-2291: $5,107,518.20.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Award for the Purchase of Compressed Natural Gas Fuel Tank Kits

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of $2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award for the Purchase of Compressed Natural Gas Fuel Tank Kits

Overview

On March 23, 2026, the Orange County Transportation Authority Board of Directors approved the release of an Invitation for Bids for the procurement of compressed natural gas fuel tank kits. As a result, a bid was received and evaluated from a qualified vendor. Board of Directors' approval is requested to purchase up to 48 compressed natural gas fuel tank kits for 40-foot buses to extend their useful life.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of $2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Discussion

The Orange County Transportation Authority (OCTA) maintains a contingency fleet of 50 compressed natural gas (CNG)-powered buses, model year 2008. The CNG-powered buses recently replaced the diesel-powered contingency fleet buses, which had been in service for nearly 30 years. The CNG fuel tanks installed on these buses are approaching the end of their certified 20-year service life and must be replaced to comply with safety and regulatory requirements.

The 50 CNG-powered contingency buses are reserved for emergencies or other unforeseen, justified, and Federal Transit Administration-approved activities, such as natural and man-made disasters, fuel shortages, and major capital maintenance repairs. A contingency fleet is separate from the spare fleet and is not included in the spare ratio.

To assess the feasibility of replacing the CNG fuel tanks and validate the required components and installation process, OCTA developed two prototype buses in April 2025. The prototypes were used to confirm the project scope, parts list, and installation requirements for the remaining 48 buses included in the retrofit program. The prototype installations have since been successfully completed, confirming the technical feasibility of the CNG Fuel Tank Replacement Project and establishing the necessary components and processes for full implementation.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for materials and equipment. 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 March 23, 2026, the Board approved the release of Invitation for Bids (IFB) 250095 through OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on March 23 and March 30, 2026. No addendum was issued, as a result of no questions received.

On April 20, 2026, a single bid from Hexagon Agility FleetCare, LLC (Hexagon) was received and publicly opened. In accordance with OCTA's Board-approved procurement policies and procedures, a single bid received for a procurement over $50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a review to determine whether the procurement process complied with the Contracts Administration and Materials Management (CAMM) Department's procedures designed to ensure adequate outreach to stimulate competition. Based on Internal Audit's review, CAMM complied with policies and procedures. In addition, CAMM staff contacted firms on the Bid List and Vendor Analytics List to inquire why they did not submit a bid. The responses from the firms varied, stating challenges with sourcing the material and the inability to meet the requirements of the IFB as reasons for not submitting bids.

The bid was reviewed by staff from both CAMM and Transit Technical Services departments to ensure compliance with the contract terms, as well as the technical specifications.

The single bid amount based on estimated quantities is presented below:

Firm and Location	Bid Amount
Hexagon Agility FleetCare, LLC Salisbury, North Carolina	$2,723,165

CAMM conducted a price review utilizing comparable purchase orders as well as OCTA stock pricing to determine Hexagon's proposed price to be fair and reasonable. CAMM staff performed a price analysis using the information available and determined Hexagon's proposed unit price of $56,733 per bus is approximately ten percent less than the comparable unit price of $63,157 per bus. Therefore, the bid price is deemed fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Hexagon as the lowest responsive, responsible bidder, in the amount of $2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Fiscal Impact

Funding is included in OCTA's approved Fiscal Year 2025–26 Budget, Operations Division, Account No. 2114-9024-D2108-3RW, and is locally funded.

Summary

Staff requests that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of $2,723,165 for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Attachment

None.

Prepared by:

Cliff Thorne
Director, Maintenance Administration
714-560-5975

Approved By:

Johnny Dunning Jr.
Chief Operating Officer, Operations
714-560-5710

Pia Veesapen
Director, Contracts Administration and
Materials Management
714-560-5619

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: August 2026 Bus Service Change

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: August 2026 OC Bus Service Change

Overview

The proposed August 2026 OC Bus service change implements changes consistent with the Orange County Transportation Authority's regular service change process. These changes will result in minor route alignment adjustments, updated schedules, and improved service reliability. Schedule refinements in response to customer comments and coach operator feedback are also included.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (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 9, 2026.

Discussion

OCTA regularly monitors OC Bus performance and makes adjustments as needed in response to customer and operational demands. These adjustments consider changes in traffic conditions, school schedules, land-use changes, customer comments, ridership demand, and coach operator feedback. The changes are intended to maintain the performance of individual bus routes and transit service overall.

The proposed changes for August 2026 will focus on minor route alignment adjustments, on-time performance improvements, and schedule refinements to enhance reliability. These changes include the following modifications:

- Minor alignment changes on Routes 30, 57, 64, and 86
  - Route 30
    - Reroute Artesia Boulevard and Studebaker Road to access the current western terminal at the Los Cerritos Center in response to ongoing mall construction
  - Route 57
    - Extend short trips from their current northern terminal at State College Boulevard and Orangethorpe Avenue to California State University, Fullerton, as recommended in the Making Better Connections Study
  - Route 64
    - Relocate the western terminal from the Westminster Mall to the Goldenwest Transportation Center due to the closure of the mall property
  - Route 86
    - Extend the alignment from Muirlands Boulevard and Alton Parkway to the Families Forward support services facility
- Frequency improvement on Route 86
- Minor schedule adjustments to address customer feedback on Routes 35, 38, 50, 53, 54, 55, 56, 60, 89, 123, and 529
- Minor schedule adjustments to improve on-time performance on Routes 57 and 472
- Extend seasonal transition to summer schedules until November 2026 on Route 1 to improve Saturday/Sunday on-time performance

The proposed August 2026 changes are detailed in Attachment A and represented in Attachments B and C.

The proposed changes would result in an increase in bus service levels of approximately 5,600 revenue vehicle hours annually. System-wide service levels would increase to about 1.62 million annual revenue vehicle hours, which is consistent with the current OCTA Fiscal Year 2025-26 Budget.

Summary

The proposed August 2026 OC Bus service change will result in several changes to OC Bus service. These changes include minor route alignment adjustments, updated schedules, and improved service reliability. Customers will be notified of the changes three weeks prior to implementation.

Attachments

A. August 2026 OC Bus Service Change: Recommendations by Route
B. August 2026 OC Bus Service Change: Recommendations Map
C. August 2026 OC Bus Service Change: Route Alignment Changes

Prepared by:



Eric Hoch
Transportation Analyst, Pr.
(714) 560-5830

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

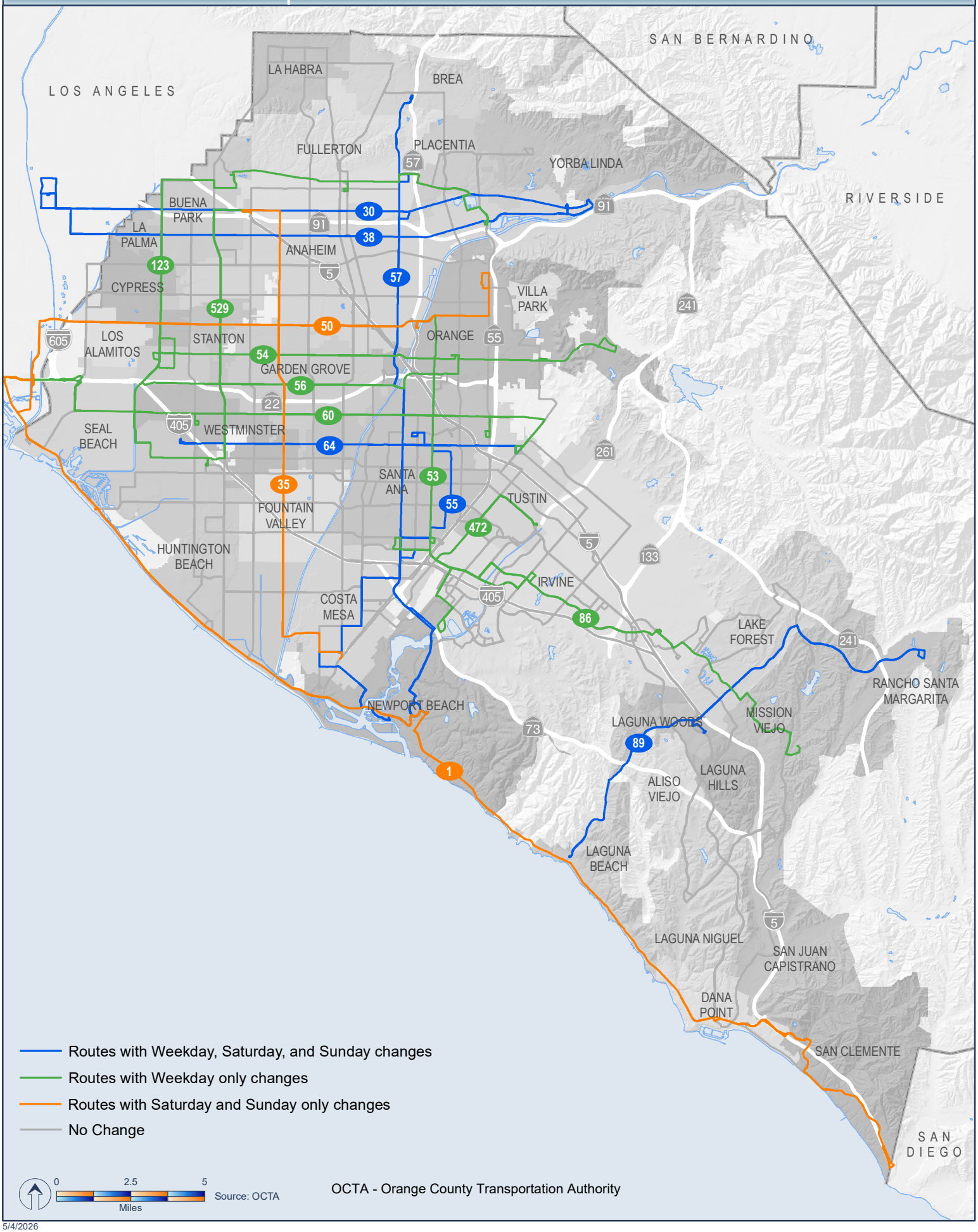
ATTACHMENT A

August 2026 OC Bus Service Change: Recommendations by Route		CHANGE IN SERVICE LEVELS				
Route	**Description**	**WKD RVH**	**SAT RVH**	**SUN RVH**	**Annual RVH**	**Peak Vehicles**
30	Adjust route alignment at Los Cerritos Center	0.03	0.03	0.03	12	-
35	Minor SAT/SUN schedule adjustment	-	0.1	0.1	15	-
38	Minor WKD/SAT/SUN schedule adjustment	0.4	(0.1)	(0.1)	91	-
50	Minor SAT/SUN schedule adjustment with no change in RVH	-	-	-	-	-
53	Minor WKD schedule adjustment	(0.1)	-	-	(17)	-
54	Minor WKD schedule adjustment	0.5	-	-	128	-
55	Minor WKD/SAT/SUN schedule adjustment	0.6	-	-	158	-
56	Minor WKD schedule adjustment to improve train connections at OTC	-	-	-	-	-
57	Extend short trips ending at State College Boulevard and Orangethrope Avenue to CSUF; Improve WKD/SAT/SUN OTP	0.8	0.8	3.4	454	-
60	Minor WKD schedule adjustment	0.03	-	-	9	-
64	Extend route from Bolsa Avenue and Goldenwest Street to GWTC due to Westminster Mall closure	1.8	5.9	9.0	1,274	-
86	Extend route to serve the Families Forward facility in the City of Irvine; Improve WKD frequency to every 60 minutes	12.6	-	-	3,221	1
89	Minor WKD/SAT/SUN schedule adjustment	0.5	(0.7)	(0.7)	53	-
123	Minor WKD schedule adjustment	(0.2)	-	-	(47)	-
472	Improve WKD OTP	1.2	-	-	303	-
529	Minor WKD schedule adjustment	0.02	-	-	4	-
Total of proposed year-round changes		**18.2**	**6.0**	**11.8**	**5,658**	**1**
1	Extend SAT/SUN summer schedules until November 2026 to improve OTP	-	0.9	0.9	24	-
Total of proposed summer-only changes		**-**	**0.9**	**0.9**	**24**	**-**

Acronyms
CSUF - Cal State University, Fullerton
GWTC - Goldenwest Transportation Center
OTC - Orange Transportation Center
OTP - On-time performance
RVH - Revenue vehicle hour
SAT- Saturday
SUN - Sunday
WKD - Weekday

August 2026 OC Bus Service Change: Recommendations Map

ATTACHMENT B

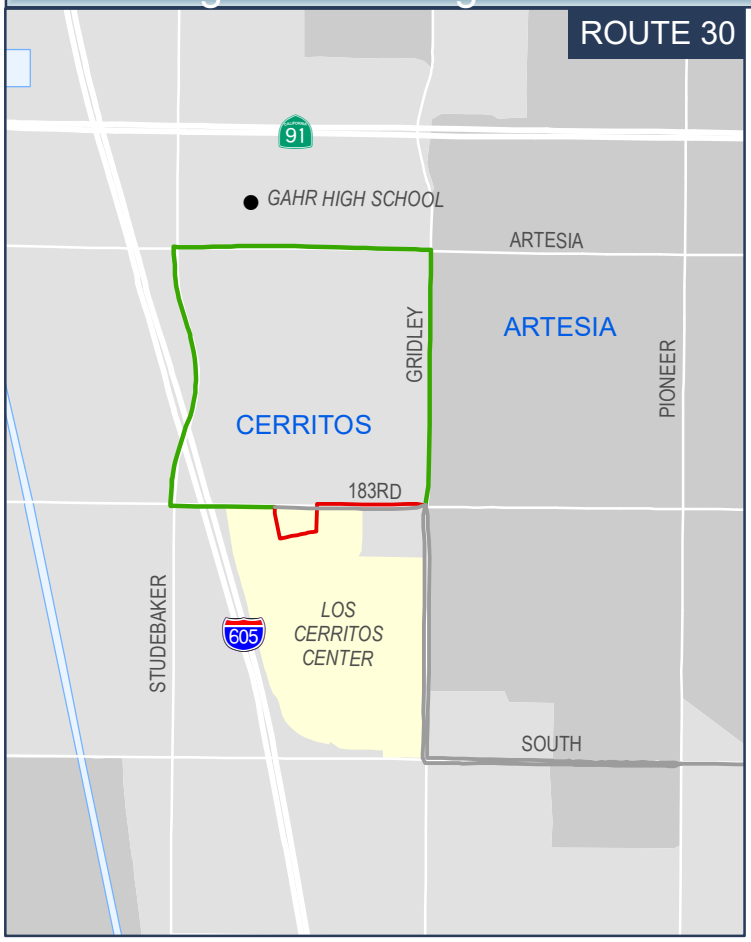


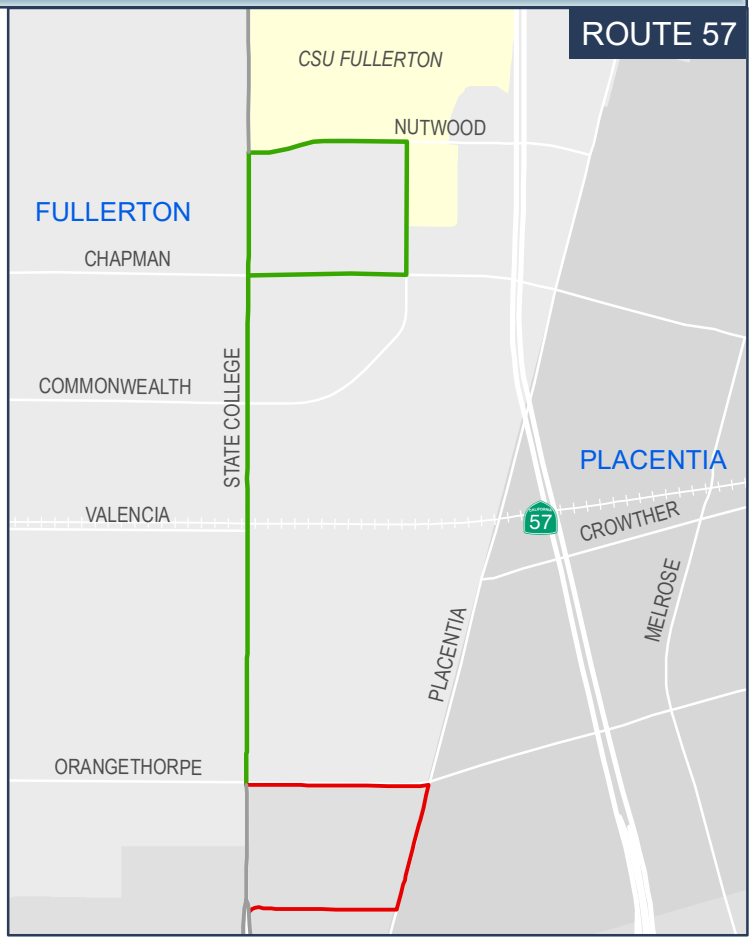
W:\Requests\PDCS\SPIPA\Transit\RouteChanges\mxd\August2026ServiceChanges_2026-0430.mxd

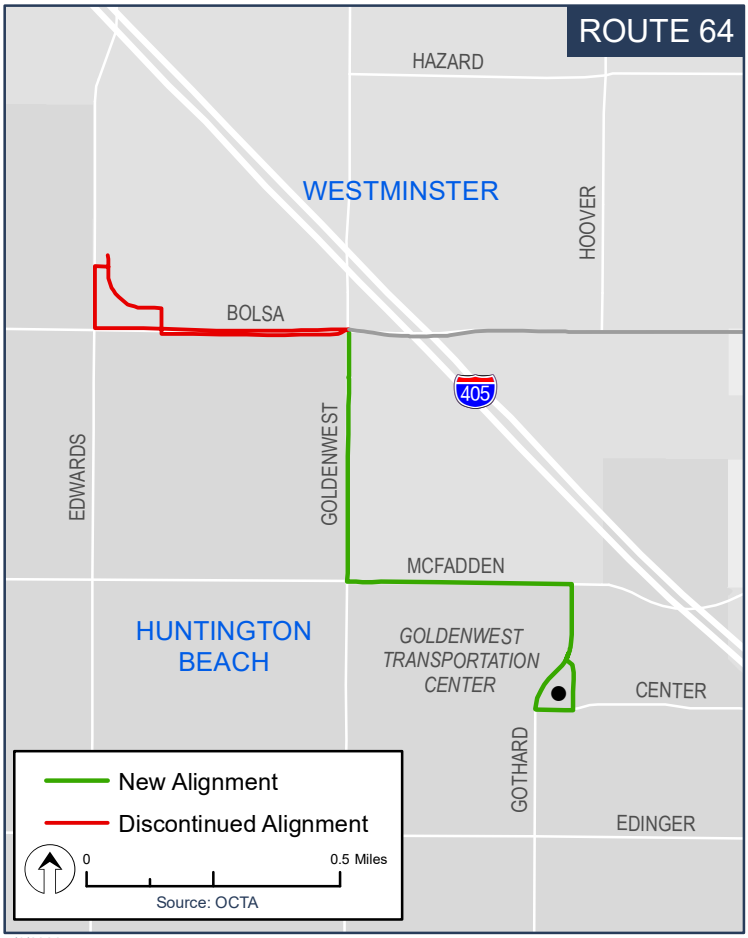
5/4/2026

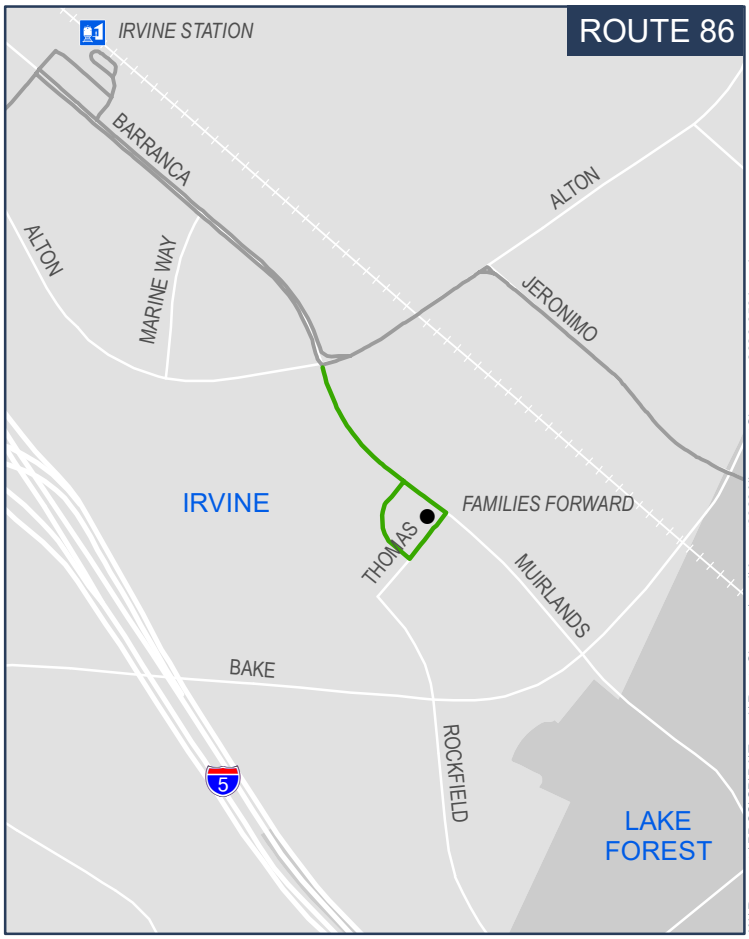
August 2026 OC Bus Service Change: Route Alignment Changes

ATTACHMENT C









5/6/2026

W:\Requests\PDCS\SP\PA\Transit\RouteChanges\mxd\August2026AlignmentChanges_2026-0504.mxd

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreements for OC Streetcar Project

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Leon was not present to vote on this item.

Committee Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of $4,203,298, and extend the agreement term through June 30, 2027, for continued program management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $53,503,298.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 27 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of $4,911,485, and extend the agreement term through June 30, 2027, for continued construction management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $54,099,089.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of $3,622,696, to align the start-up and pre-revenue service contract terms with the revised project schedule for operations and maintenance services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $63,112,418.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of $3,051,300, and extend the agreement term through July 14, 2028, for storage of vehicles and spare parts, special tools and test equipment, project extension, and additional design and integration services for a computer-aided dispatch and automatic vehicle location system. This will increase the maximum cumulative obligation of the agreement to a total contract value of $57,945,077.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreements for the OC Streetcar Project

Overview

The Orange County Transportation Authority is currently underway with the implementation of the OC Streetcar Project. Staff is seeking Board of Directors' approval for contract amendments for program management consultant services, construction management consultant services, operations and maintenance services, and vehicle manufacturing to support the delivery of the OC Streetcar Project.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of $4,203,298, and extend the agreement term through June 30, 2027, for continued program management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $53,503,298.

B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 27 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of $4,911,485, and extend the agreement term through June 30, 2027, for continued construction management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $54,099,089.

C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of $3,622,696, to align the start-up and pre-revenue

service contract terms with the revised project schedule for operations and maintenance services. This will increase the maximum cumulative obligation of the agreement to a total contract value of $63,112,418.

D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of $3,051,300, and extend the agreement term through July 14, 2028, for storage of vehicles and spare parts, special tools and test equipment, project extension, and additional design and integration services for a computer-aided dispatch and automatic vehicle location system. This will increase the maximum cumulative obligation of the agreement to a total contract value of $57,945,077.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Garden Grove and Santa Ana, is implementing a modern streetcar to operate between the Santa Ana Regional Transportation Center in the City of Santa Ana and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar Project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 (M2) Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, two bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, variable message signs, video cameras, a public address system, and ticket vending machines. Platforms are 14 inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF also includes secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

In consideration of ongoing mediation of contractor disputes and litigation, the forecasted project completion and opening of public service has been revised to early 2027. As previously shared with the Board of Directors (Board), this schedule extension requires the following agreements to be amended:

Program Management Consultant (PMC) Services

On February 23, 2015, the Board approved an agreement with HDR Engineering, Inc. (HDR) to provide PMC services to support the implementation of the Project. The scope of services of the PMC includes project management administration, coordination between the project designer and construction management consultant (CMC), management oversight of the CMC, third-party utility coordination, quality assurance activities related to construction and vehicle acceptance testing, risk analysis and management, safety and environmental compliance activities, project controls, and coordination with the Federal Transit Administration. HDR also provides support of operations planning, including startup and testing, coordination with other third-party stakeholders including the California Public Utilities Commission, County of Orange, US Army Corps of Engineers, and the Orange County Fire Authority.

The current term of the PMC contract expires on December 31, 2026, and requires an extension through June 30, 2027, to provide additional support to achieve project completion forecasted for early 2027 and subsequent closeout activities.

Staff is requesting Board approval for additional funds, in the amount of $4,203,298, for continued PMC support services and to extend the term of the agreement through June 30, 2027.

CMC Services

On July 25, 2016, the Board approved an agreement with PGH Wong Engineering, Inc. (PGH Wong) to provide CMC services. The scope of services of the CMC includes administration and oversight of the construction contract, performance of quality assurance field inspections, preparation of daily construction activity reports, processing, collecting, maintaining project communications and records, reviewing and processing of progress payments to the contractor, and reviewing and processing of contract change orders.

The current term of the CMC contract expires on December 31, 2026, and requires an extension through June 30, 2027, to provide additional support to achieve project completion forecasted for early 2027 and subsequent closeout activities.

Staff is requesting Board approval for additional funds in the amount of $4,911,485, for continued CMC support services and to extend the term of the agreement through June 30, 2027.

Operations and Maintenance (O&M) Contractor

On May 22, 2020, the Board approved an agreement with Herzog Transit Services, Inc. (Herzog) to provide O&M services for the Project, including the vehicles, MSF, traction power substations, wayside infrastructure, and all streetcar-specific tools and equipment. The agreement also requires Herzog to support the implementation and commencement of project operations during the start-up and pre-revenue phase. The scope of services during this phase includes vehicle commissioning, systems integrated testing, hiring and training of all O&M personnel, and development of all documents, plans, and procedures necessary to meet regulatory requirements for revenue service.

On April 24, 2023, the Board approved the amended agreement, initiating the start-up and pre-revenue phase of the contract which began on July 1, 2023, with an original duration of 18 months. On May 12, 2025, the Board approved Amendment No. 1 to Agreement No. C-8-2039 to align the contract with the updated project schedule.

As previously reported to the Board, the forecasted project completion and opening of public service is anticipated to be early 2027. The current start-up and pre-revenue phase of the O&M contract expires on July 31, 2026, and requires modification to align the contract term with the revised project completion forecasted for early 2027.

Staff evaluated the impact of the revised schedule on the monthly payment structure for the start-up and pre-revenue phase. Based on this analysis, staff is requesting Board approval for additional funds, in the amount of $3,622,696, to ensure continued support for the extended start-up and pre-revenue phase through January 31, 2027.

Vehicle Manufacturer

On July 24, 2018, the Board approved an agreement with Siemens Mobility, Inc. (Siemens) to manufacture and deliver eight low floor modern streetcar vehicles, system support, spare parts, special tooling, and test equipment (SPSTTE) in support of the Project.

Siemens has stored the vehicles and SPSTTE on behalf of OCTA for longer than anticipated. In this circumstance, the contract allows for negotiation of a long-term storage proposal. OCTA and Siemens have negotiated the costs

relative to these items, along with extended project management costs and continued support services. Additionally, Siemens incurred costs relative to additional design integration efforts needed for the computer-aided dispatch and automatic vehicle location (CAD/AVL) systems that were not assumed at the time of the development of the technical specifications.

Siemens stored eight streetcar vehicles and SPSTTE on behalf of OCTA for a period ranging from ten to 21 months, representative of each vehicle's time of vehicle shipment authorization to the time of delivery. OCTA and Siemens have agreed to an amount of $1,781,468 that includes costs related to storage space, transportation of vehicles to and from off-site storage facility, storage materials, recurring maintenance labor to maintain the vehicles, pre-storage inspections, and insurance.

Additionally, OCTA and Siemens have agreed to project extension costs from the time of vehicle shipment authorization to June 2026 to account for additional scope such as project and quality management due to the extended storage term and inflationary impacts of base scope work such as commissioning, training and engineering support , in the amount of $480,787.

Additional engineering and integration efforts were required by Siemens to incorporate the CAD/AVL system into the vehicle platform. The CAD/AVL system constituted owner-furnished equipment provided by a third-party vendor under contract to OCTA.

Due to the extended duration between the original development of the technical specifications and the subsequent installation of the CAD/AVL equipment, multiple hardware components and functional requirements evolved in response to technological advancements and system updates. These changes necessitated additional systems engineering, design coordination, interface validation, and integration activities by Siemens to ensure compatibility with the vehicle architecture and operational requirements.

OCTA and Siemens subsequently negotiated the cost and schedule impacts associated with this additional scope of work and mutually agreed upon amount of $789,045.

Therefore, staff is requesting Board approval for additional funding, in the total amount of $3,051,300, and extending the term of the agreement through July 14, 2028, for vehicle and SPSTTE storage, project extension, and CAD/AVL design integration costs to Siemens. Payment of this negotiated amount will resolve several outstanding disputes with Siemens resulting from project delays.

Procurement Approach

PMC Services

The original procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. On February 23, 2015, the Board approved an agreement with HDR for an initial term of five years with two, two-year option terms. The total maximum obligation of the initial five-year term was $20,962,005. The first two-year option term approved by the Board on February 24, 2020, extended the agreement to March 31, 2022, and increased the maximum obligation to $29,026,290. The second two-year option term was extended to 33 months based on the anticipated project schedule, approved by the Board on December 13, 2021, extended the agreement to December 31, 2024, and increased the maximum obligation to $44,343,767. Amendment No. 34, approved by the Board on February 24, 2025, extended the agreement to December 31, 2026, and increased the maximum obligation to $49,300,000. The agreement has also been previously amended as shown in Attachment A.

OCTA staff and HDR have agreed upon the required level of effort (LOE) for continued PMC support services. OCTA staff found HDR's cost proposal to be fair and reasonable relative to the negotiated LOE and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 37 to Agreement No. C-4-1854, in the amount of $4,203,298, will increase the total contract value to $53,503,298 and extend the term of the agreement by six months through June 30, 2027.

CMC Services

The original procurement was handled in accordance with OCTA's Board-approved procedures for A&E services, which conform to both state and federal laws. On July 25, 2016, the Board approved an agreement with PGH Wong. The original time and expense agreement was issued on December 6, 2016, in the amount of $10,752,136. This agreement has been previously amended as shown in Attachment B.

OCTA staff and PGH Wong have agreed upon the required LOE for additional CMC support services. OCTA staff found PGH Wong's cost proposal to be fair and reasonable relative to the negotiated LOE and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 27, in the amount of $4,911,485, will increase the total contract value to $54,099,089 and extend the term of the agreement by six months through June 30, 2027.

O&M Contractor

The original procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services. On May 22, 2020, the Board approved an agreement with Herzog, in the amount of $45,065,590. The agreement was previously amended as shown in Attachment C.

OCTA staff requested a cost proposal from Herzog to account for the extended start-up and pre-revenue phase. OCTA staff negotiated the staffing levels which have been aligned with the revised project schedule and modified to hire only key management personnel to support vehicle delivery and training activities that began in spring 2025 and defer hiring frontline O&M staff until needed. OCTA staff found Herzog's cost proposal to be fair and reasonable related to the negotiated staffing levels and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 3 to Agreement No. C-8-2039, in the amount of $3,622,696, will increase the total contract value to $63,112,418 and extend the start-up and pre-revenue phase through January 31, 2027. Staff will return to the Board to address any modifications needed to the contract to reflect the updated revenue service terms of the agreement prior to revenue service.

Vehicle Manufacturer

The original procurement was handled in accordance with OCTA's Board-approved procedures for goods and services, which conform to both state and federal laws. On March 26, 2018, the Board approved an agreement with Siemens, in the amount of $51,527,520. This agreement was previously amended as shown in Attachment D.

OCTA staff and Siemens have agreed upon the costs relative to vehicle and SPSTTE storage, project extension, and CAD/AVL additional design integration. Staff found Siemens' cost proposal to be fair and reasonable relative to the negotiated scope and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 11, in the amount of $3,051,300, will increase the total contract value to $57,945,077. Staff will continue to negotiate with Siemens on other contract items in dispute relative to responsibility of delay prior to vehicle shipment authorization.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2026-27 Budget, Capital Programs Division, under professional services for the Project in fund 0051.

Summary

Staff is seeking Board of Directors' authorization for contract amendments for program management consultant services, construction management consultant services, operations and maintenance services for the start-up and pre-revenue phase, vehicle storage, project extension, and computer-aided dispatch, and automatic vehicle location design integration to support the delivery of the OC Streetcar Project.

Attachments

A. HDR Engineering, Inc., Agreement No. C-4-1854 Fact Sheet
B. PGH Wong Engineering, Inc., Agreement No. C-6-0926 Fact Sheet
C. Herzog Transit Services, Inc., Agreement No. C-8-2039 Fact Sheet
D. Siemens Mobility, Inc., Agreement No. C-6-1445 Fact Sheet

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925



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

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

ATTACHMENT A

HDR Engineering, Inc.
Agreement No. C-4-1854 Fact Sheet

1. February 23, 2015, Agreement No. C-4-1854, in the amount of $21,557,909, approved by the Board of Directors (Board).

   - The agreement was executed on June 1, 2015, to provide project management services for the OC Streetcar Project. A limited notice to proceed was issued on February 25, 2015, to initiate development of the draft scope of work (SOW) for design services and related work to support the vehicle procurement process and interim utility work.

2. June 11, 2015, Amendment No. 1 to Agreement No. C-4-1854, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Modify hourly rate schedule for subconsultants Arellano Associates, LLC (Arellano), Civil Source, Inc., (Civil Source), Interfleet Technology, Inc. (Interfleet), and Maintenance Design Group, LLC.

3. April 6, 2016, Amendment No. 2 to Agreement No. C-4-1854, ($595,904) approved by the CAMM Department.

   - Decrease maximum obligation as a result of adjustments to subconsultants Civil Source and Interfleet indirect cost rates; modify hourly rate schedules for subconsultants Hatch Mott MacDonald, IBI Group, Intueor Consulting Inc., Safework, Inc., and Shiels Obletz Johnsen, Inc.

4. September 13, 2016, Amendment No. 3 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - Modify subconsultant name Interfleet to SNC-Lavalin Rail & Transit, Inc. (SNC) and update key personnel.

5. December 8, 2016, Amendment No. 4 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - Modify subconsultant name Hatch Mott MacDonald, LLC to Mott MacDonald, LLC (Mott MacDonald).
   - Modify other direct costs schedule for subconsultant Arellano.
   - Modify hourly rate schedules for SNC.

6. April 4, 2017, Amendment No. 5 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - Modify hourly rate schedule for subconsultant Mott MacDonald.

7. August 22, 2017, Amendment No. 6 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - At the request of subconsultant, release subconsultant Safework, Inc. from the agreement as construction safety support portion of the SOW has shifted to the construction management contract.

8. December 26, 2017, Amendment No. 7 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - Modify hourly rate schedules for HDR Engineering, Inc. (HDR) and subconsultant Shiels Obletz Johnsen, Inc.
   - Modify schedule and other direct costs schedule for subconsultant Mott MacDonald.

9. January 8, 2019, Amendment No. 8 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

   - Modify hourly rate schedule for subconsultant Arellano.

10. April 16, 2019, Amendment No. 9 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Amend SOW to include quality assurance activities related to consultants and contractors in field or offsite locations.
    - Modify hourly rate schedule for subconsultants Arellano, IBI Group, and Mott MacDonald.
    - Modify other direct costs schedule for subconsultant IBI Group.

11. August 21, 2019, Amendment No. 10 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultant SNC.

12. February 23, 2020, Amendment No. 11 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Extend the term of agreement through March 31, 2020.

13. February 24, 2020, Amendment No. 12 to Agreement No. C-4-1854, $8,064,285, approved by the Board.

    - Exercise the first two-year option term for continued project management consultant services and extend the term of the agreement through March 31, 2022. Total maximum cumulative obligation increased to $29,026,290.

14. June 1, 2020, Amendment No. 13 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Add new subconsultant, RGI Utility Consultants (RGI).

15. February 18, 2021, Amendment No. 14 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultant RGI.

16. July 22, 2021, Amendment No. 15 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify Agreement to update Article 5, "Payment" per OCTA's Internal Audit recommendations.

17. May 10, 2021, Amendment No. 16 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultants Arellano, IBI Group, and Mott MacDonald.

18. May 25, 2021, Amendment No. 17 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultants Arellano and Amheart Solutions (Amheart).

19. July 15, 2021, Amendment No. 18 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultant Arellano.

20. August 26, 2021, Amendment No. 19 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant RGI.

21. October 8, 2021, Amendment No. 20 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Mott MacDonald.

22. December 1, 2021, Amendment No. 21 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Add new subconsultant, Kimley-Horn and Associates, Inc. (Kimley).
    - Modify hourly rate schedule for HDR and subconsultant Amheart.

23. December 13, 2021, Amendment No. 22 to Agreement No. C-4-1854, $15,490,477, approved by the Board.

    - Exercise the second two-year option term for continued project management consultant services and extend the term of the agreement through December 31, 2024.

24. May 10, 2022, Amendment No. 23 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Arellano Associates.

25. June 15, 2022, Amendment No. 24 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultants Mott MacDonald, SNC, and The Solis Group.

26. September 12, 2022, Amendment No. 25 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Arellano.

27. March 28, 2023, Amendment No. 26 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultants Arellano, Mott MacDonald, and SNC.

28. October 12, 2023, Amendment No. 27 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Add new subconsultant, SGA Accords, LLC (SGA).

29. October 20, 2023, Amendment No. 28 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Add new subconsultant, Transportation Management and Design, Inc (TMD).

30. September 28, 2023, Amendment No. 29 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Arellano.
    - Modify other direct costs schedule for subconsultant SGA.

31. December 14, 2023, Amendment No. 30 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultants Kimley and Amheart.
    - Modify other direct costs schedule for subconsultant SGA.
    - Update subconsultant IBI Group's name to Arcadis, a California Partnership.

32. July 16, 2024, Amendment No. 31 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Amheart.

33. November 5, 2024, Amendment No. 32 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultants Amheart and TMD.

34. December 10, 2024, Amendment No. 33 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Extend the term of agreement through June 30, 2025.

35. February 24, 2025, Amendment No. 34 to Agreement No. C-4-1854, $4,783,234, approved by the Board.

    - Increase the maximum obligation for additional program management services to support the Project and extend the term of agreement 18 months through December 31, 2026.

36. August 20, 2025, Amendment No. 35 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for HDR and subconsultants Amheart, Intueor, and Mott MacDonald.

37. March 26, 2026, Amendment No. 36 to Agreement No. C-4-1854, $0, approved by the CAMM Department.

    - Modify hourly rate schedule subconsultant Amheart.

38. June 22, 2026, Amendment No. 37 to Agreement No. C-4-1854, $4,203,298, pending Board approval.

    - Increase the maximum obligation for additional program management services to support the Project and extend the term of agreement six months through June 30, 2027.

Total funds committed to HDR Engineering, Inc. after approval of Amendment No. 37 to Agreement No. C-4-1854: $53,503,298.

ATTACHMENT B

PGH Wong Engineering, Inc.
Agreement No. C-6-0926 Fact Sheet

1. July 25, 2016, Agreement No. C-6-0926, $10,752,136, approved by the Board of Directors (Board).

   - The agreement was executed on December 6, 2016, for construction management services to support the OC Streetcar Project (Project) for a five-year term.

2. November 12, 2018, Amendment No. 1 to Agreement No. C-6-0926, $153,972, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Increase maximum obligation to add subconsultant Gonzales-White Consulting Services to perform labor compliance support.
   - Modify the key personnel for prime consultant PGH Wong Engineering, Inc. (PGH Wong) and subconsultant MARRS Services, Inc. (MARRS).
   - Add subconsultant Safework, Inc. (Safework).
   - Modify hourly rate and other direct cost schedules for all firms.
   - Incorporate revised health, safety, and environmental specifications.

3. June 27, 2019, Amendment No. 2 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify payment article.
   - Modify hourly rates schedule for PGH Wong and subconsultants MARRS, Towill, Inc. (Towill), and UltraSystems Environmental, Inc. (UltraSystems).
   - Modify other direct costs schedule for PGH Wong.

4. February 10, 2020, Amendment No. 3 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify hourly rates schedule for PGH Wong and subconsultants AP Engineering and Testing, Inc. (AP Engineering) and UltraSystems.

5. March 24, 2020, Amendment No. 4 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify other direct costs schedule for UltraSystems.

6. April 2, 2020, Amendment No. 5 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify hourly rate schedules for PGH Wong and subconsultants Consultant Engineering, Inc. (CEI) and Inspection Services, Inc. (ISI).
   - Modify other direct costs schedule for subconsultant AP Engineering.

7. July 8, 2020, Amendment No. 6 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify hourly rate schedule for PGH Wong.

8. September 18, 2020, Amendment No. 7 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Modify hourly rate schedule for PGH Wong and subconsultants AP Engineering and UltraSystems.

9. October 21, 2020, Amendment No. 8 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

   - Add subconsultant PaleoWest, LLC, to provide cultural support services.

10. November 6, 2020, Amendment No. 9 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify other direct costs schedule for subconsultants AP Engineering and UltraSystems.

11. February 3, 2021, Amendment No. 10 to Agreement No. C-6-0926, $247,504, approved by the CAMM Department.

    - Provide additional tribal monitoring services.
    - Modify key personnel.
    - Modify hourly rate schedule for PGH Wong and subconsultants CEI, Safework, and Towill.

12. March 22, 2021, Amendment No. 11 to Agreement No. C-6-0926, $6,828,164, approved by the Board.

    - Increase maximum cumulative obligation for additional construction management services to support the Project and extend the contract term by five months to November 30, 2021.

13. June 29, 2021, Amendment No. 12 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Safework.

14. September 2, 2021, Amendment No. 13 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify key personnel.
    - Extend the contract term by six months through May 31, 2022.
    - Modify hourly rate schedule for PGH Wong and subconsultant Towill.
    - Modify other direct costs schedule for subconsultant Towill.

15. December 13, 2021, Amendment No. 14 to Agreement No. C-6-0926, $17,100,794, approved by the Board.

    - Increase maximum cumulative obligation for additional construction management services to support the Project and extend the contract term through November 30, 2024.
    - Modify payment article.

16. December 7, 2021, Amendment No. 15 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Add MTGL, Inc. as subconsultant.

17. August 3, 2022, Amendment No. 16 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for PGH Wong and subconsultant UltraSystems.

18. October 11, 2022, Amendment No. 17 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify key personnel.
    - Modify hourly rate schedule for PGH Wong and subconsultant Safework.

19. March 16, 2023, Amendment No. 18 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Update key personnel.
    - Modify hourly rates and other direct costs schedules for PGH Wong and subconsultants ISI and UltraSystems.

20. December 14, 2023, Amendment No. 19 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Update key personnel.
    - Modify hourly rate schedule for PGH Wong and subconsultant UltraSystems.
    - Modify other direct costs schedule for subconsultant UltraSystems.

21. February 15, 2024, Amendment No. 20 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for subconsultant Towill.

22. March 25, 2024, Amendment No. 21 to Agreement No. C-6-0926, $7,700,000, approved by the Board.

    - Increase maximum cumulative obligation for additional construction management services to support the Project and extend the contract term for 12 months through November 30, 2025.

23. August 15, 2024, Amendment No. 22 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Update key personnel.
    - Modify hourly rates and other direct costs schedules for PGH Wong.

24. January 8, 2025, Amendment No. 23 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Extend the contract term by four months through June 30, 2025.

25. February 24, 2025, Amendment No. 24 to Agreement No. C-6-0926, $6,405,034, approved by the Board.

    - Increase the maximum cumulative obligation for additional construction management services to support the Project and extend the term of agreement for 12 months through June 30, 2026.

26. June 4, 2025, Amendment No. 25 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Modify hourly rate schedule for PGH Wong.

27. February 2, 2026, Amendment No. 26 to Agreement No. C-6-0926, $0, approved by the CAMM Department.

    - Update key personnel.

28. June 22, 2026, Amendment No. 27 to Agreement No. C-6-0926, $4,911,485, pending Board approval.

    - Increase the maximum cumulative obligation for additional construction management services to support the Project and extend the term of agreement for 12 months through June 30, 2027.

Total funds committed to PGH Wong Engineering, Inc. after approval of Amendment No. 27 to Agreement No. C-6-0926: $54,099,089.

ATTACHMENT C

Herzog Transit Services, Inc.
Agreement No. C-8-2039 Fact Sheet

1. May 22, 2020, Agreement No. C-8-2039, in the amount of $45,065,590, approved by the Board of Directors (Board).

   - The agreement was awarded to provide operation and maintenance (O&M) services for the OC Streetcar Project (Project).
   - The agreement included an initial 17-month start-up and pre-revenue period, and a five-year revenue term with two, two-year option terms.

2. May 3, 2021, a Limited Notice to Proceed (LNTP) C-8-2039, $246,773, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Initiate the scope of work for the development of policies and procedures for start-up and pre-revenue tasks.

3. May 4, 2022, Revision No. 1 to LNTP C-8-2039, $149,709, approved by the CAMM Department.

   - Increased the maximum obligation to $396,482.
   - Extended the LNTP period through November 30, 2022.
   - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.

4. December 1, 2022, Revision No. 2 to LNTP C-8-2039, $85,548, approved by the CAMM Department.

   - Increased the maximum obligation to $482,029.
   - Extended the LNTP period through March 31, 2023.
   - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.

5. April 1, 2023, Revision No. 3 to LNTP C-8-2039, $21,387 approved by the CAMM Department.

   - Increased the maximum obligation to $503,416.
   - Extended the LNTP period through April 30, 2023.
   - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.

6. April 24, 2023, Agreement No. C-8-2039, in the amended amount of $53,065,590, approved by the Board.

- Increase of up to $8 million over the original award amount on May 22, 2020, for the initial term to align with the updated project schedule.
- The agreement was executed on June 22, 2023, in the amount of $53,065,590, with a term through October 31, 2029, to include the start-up and pre-revenue periods, and an initial term of five years with two, two-year option terms.

7. May 12, 2025, Amendment No. 1 to Agreement No. C-8-2039, $5,938,341, approved by the Board.

    - Continued O&M services for the Project through March 31, 2031, to align the start-up and pre-revenue phase and revenue operations base contract years and option term years with the updated project schedule.

8. March 19, 2026, Amendment No. 2 to Agreement No. C-8-2039, $485,792, approved by the CAMM Department.

    - Added funding due to the extended time period for the start-up and pre-revenue phase and modified the start-up and pre-revenue period dates to reflect the project schedule.

9. June 22, 2026, Amendment No. 3 to Agreement No. C-8-2039, $3,701,165, pending approval by the Board.

    - Aligns and extends the start-up and pre-revenue phase with the revised project schedule.

Total funds committed to Herzog Transit Services, Inc. after approval of Amendment No. 3 to Agreement No. C-8-2039: $63,190,888.

ATTACHMENT D

Siemens Mobility, Inc.
Agreement No. C-6-1445
Fact Sheet

1. March 26, 2018, Agreement No. C-6-1445, $51,527,520 approved by the Board of Directors (Board).

   - The agreement was executed on July 24, 2018, for a contractor to manufacture and deliver eight streetcar vehicles for the OC Streetcar Project (Project).

2. June 2, 2021, Amendment No. 1 to Agreement No. C-6-1445, $0, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Modify vehicle technical specifications to incorporate design modifications.
   - Modify key personnel.

3. June 20, 2022, Amendment No. 2 to Agreement No. C-6-1445, $180,800, approved by the CAMM Department.

   - Provide extended spare parts, special tooling, and test equipment (SPSTTE) storage.
   - Add vehicle storage protocol to the contract documents.
   - Exercise the vehicle storage option for short-term storage as a result of project delay.

4. October 12, 2022, Amendment No. 3 to Agreement No. C-6-1445, $179,600, approved by the CAMM Department.

   - Provide extended warranty on SPSTTE in storage at Siemens Mobility, Inc.

5. April 24, 2023, Amendment No. 4 to Agreement No. C-6-1445, $509,013 approved by the Board.

   - Upgrade to Wi-Fi-dependent surveillance technology for compatibility with existing bus system.

6. June 22, 2023, Amendment No. 5 to Agreement No. C-6-1445, $245,000, approved by the CAMM Department.

   - Extend storage for SPSTTE for an additional six months.
   - Extend warranty terms on SPSTTE for an additional six months.

7. November 1, 2023, Amendment No. 6 to Agreement No. C-6-1445, $191,300, approved by the CAMM Department.

   - Extend storage and warranty terms on SPSTTE for an additional three months.

8. November 13, 2023, Amendment No. 7 to Agreement No. C-6-1445, $1,725,750, approved by the Board.

    - Purchase additional streetcar SPSTTE.

9. July 14, 2025, Amendment No. 8 to Agreement No. C-6-1445, $0, approved by the CAMM Department.

    - Extend the term of agreement for 12 months through July 14, 2026.

10. July 28, 2025, Amendment No. 9 to Agreement No. C-6-1445, $0, approved by the CAMM Department.

    - Affirm the time extension issued through Amendment No. 8.

11. November 14, 2025, Amendment No. 10 to Agreement No. C-6-1445, $334,795, approved by the CAMM Department.

    - Updated brackets, wiring and battery management system for the OC Streetcar vehicle battery boxes to accommodate new 48-volt direct current emergency battery-drive batteries.

12. June 22, 2026, Amendment No. 11 to Agreement No. C-6-1445, $3,051,300, pending approval by the Board.

    - Additional vehicle and SPSTTE storage, project extension, and additional design and integration services for computer-aided dispatch and automatic vehicle location system and extend the term of agreement term 24 months through July 14, 2028.

Total funds committed to Siemens Mobility, Inc. after approval of Amendment No. 11 to Agreement No. C-6-1445: $57,945,078.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2026

Finance and Administration Committee Meeting of June 18, 2026

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

Committee Vote

This item was passed by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation(s)

Receive and file as an information item.

OCTA

June 18, 2026

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2026

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 the Measure M2 Freeway Program. 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 is 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, 2026, the Orange County Transportation Authority (OCTA) has made ten deposits to the CCF Endowment Pool (Pool), each in the amount of $2,877,000.

Discussion

As of March 31, 2026, total assets in the Pool stood at $1.19 billion (Attachment A), while foundation assets totaled $2.60 billion. Pool performance lagged the Blended Benchmark over the short- and mid-term periods (up to ten years) but remained closely aligned over the 20-year horizon.

The endowment balance as of March 31, 2026, was $38,797,315, exceeding the target of $36,628,220 for the third quarter of fiscal year (FY) 2025-26. Based on 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 returned -2.5 percent for the quarter and 10.3 percent over the trailing one-year period.

Global equity markets declined during the third quarter of FY 2025-26, as investor sentiment weakened amid increased geopolitical uncertainty, pressure on U.S. technology stocks, and concerns regarding inflation and interest rates. International equities continued to hold up better than U.S. equities in certain markets, while commodities benefited from higher energy prices. The Federal Reserve maintained its policy rate at a target range of 3.50 – 3.75 percent in March 2026, reflecting a cautious approach as it continued to monitor inflation, economic growth, and evolving market risks.

The Pool's results reflected the weaker market environment during the quarter. Public equities were negatively impacted by the broader equity market pullback, while fixed income and other diversifying asset classes helped moderate overall volatility. Overall, the Pool remains well diversified and positioned to support long-term objectives through disciplined risk management.

Diversification, strategic asset allocation, and appropriately sized investments within the endowment portfolio remain the primary strategies to safeguard the portfolio against outsized volatility while supporting long-term performance objectives.

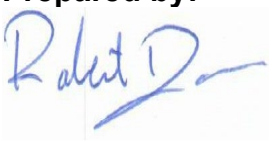
Summary

Orange County Transportation Authority staff is submitting a copy of the California Community Foundation Investment Report for the quarter ended March 31, 2026.

Attachments

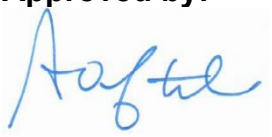
A. California Community Foundation Endowment Pool Investments – March 31, 2026
B. California Community Foundation Fund Statement – 1/1/2026 – 3/31/2026
C. Environmental Mitigation Program Portfolio Performance – Actual/Projection vs. Target

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

ATTACHMENT A

California COMMUNITY Foundation

Endowment Pool
March 31, 2026

INVESTMENTS

Total Pool Assets

$1.190 billion (Endowment Pool), $2.60 billion (total foundation assets) as of March 31, 2026.

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).

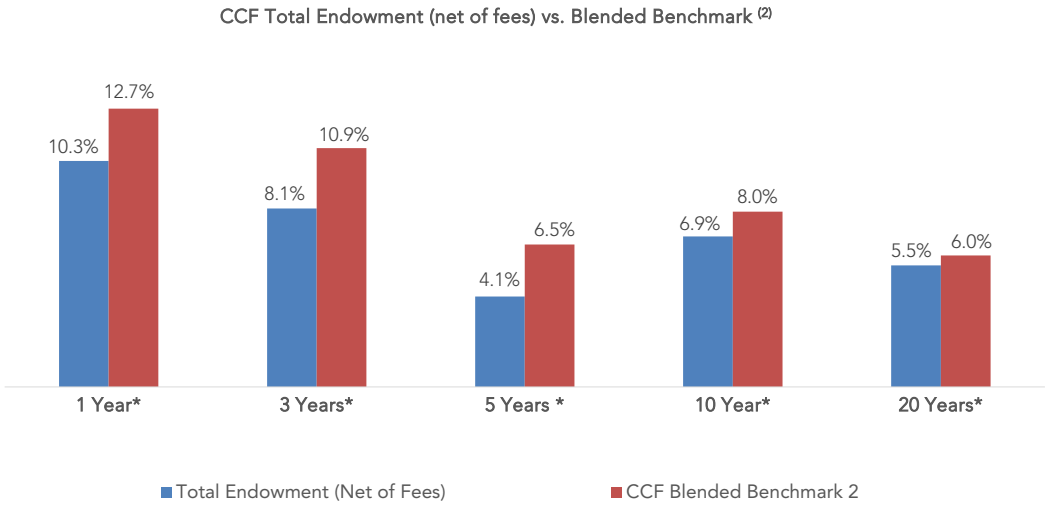
Outsourced CIO

Pathstone (Aka Hall Capital Partners)

Performance & Asset Allocation

Performance for March 2026 was -2.96% [1]

Performance for the three months ended March 31, 2026 was -2.52%



Asset Class	$Millions	% of Port	Long-Term Target Range [4]
Cash & Equivalent [3]	$52	4.4%	0 - 5%
Fixed Income	$130	10.9%	10 -20%
Public Equities	$522	43.9%	40 - 60%
Alternative Assets	$122	10.3%	10 - 25%
Hybrid Investments	$24	2.0%	0 - 10%
Private Investments	$232	19.5%	10 - 20%
Real Assets	$108	9.0%	5 - 10%
Total Endowment Assets	$1,190	100.0%	

* Represents Annualized Returns.

Footnotes:

1 – 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.

2 – Total benchmark intended to roughly match CCF portfolio asset allocation with relevant constituent benchmarks. Current blended benchmark effective since 1/1/24.

Current blended benchmark: 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 blended benchmark 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 blended benchmark 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.

3 – Includes cash in transit to or from investments. For example, 3/31 cash could include money that is being sent to an investment on 4/1.

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 – The Endowment Pool weighted-average expense ratio approximates 1.20% excluding fund manager incentive fees.

ATTACHMENT B

California COMMUNITY Foundation

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)

1/1/2026 - 3/31/2026

Fund Summary

	This Period 01/01/2026 - 03/31/2026	Calendar YTD 1/1/2026 - 3/31/2026
Opening Fund Balance	$39,898,925.35	$39,898,925.35
Contributions	0.00	0.00
Investment Activity, net	(1,002,874.90)	(1,002,874.90)
Administration & Grant Management Fees	(98,735.61)	(98,735.61)
Net Changes to Fund	(1,101,610.51)	(1,101,610.51)
Ending Balance	**$38,797,314.84**	**$38,797,314.84**

Investment Pool Performance as of 03/31/2026

	1 - Year	3 - Years	5 - Years	10 - Years
Endowment Pool	10.3%	8.1%	4.1%	6.9%
Social Impact Endowment Pool	12.0%	13.1%	7.5%	9.2%
Conservative Balanced Pool	8.4%	8.4%	4.5%	5.5%
Short Duration Bond Pool	4.1%	4.3%	1.7%	2.0%
Capital Preservation Pool	4.0%	4.9%	3.4%	2.3%

Endowment Pool - Invested for long-term growth and appreciation across multiple investment managers. It seeks to preserve the purchasing power and provide real growth of assets over an indefinite time horizon through long-term investment opportunities and portfolio diversification, while taking into account the level of liquidity required to meet withdrawals from the pool.

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 taking into account the level of liquidity required to meet withdrawals from the pool.

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.

Definition of Terms

Opening Fund Balance - Your fund's balance at the beginning of the statement period.

Contributions - Irrevocable financial additions to your fund.

Grants - Grants you recommended to IRS-qualified public charities that have been approved and distributed from your fund. This also includes refunds and voids of grants made.

Administrative Fee - CCF charges administrative fees to cover general operating activities. These activities could include gift establishment, receipt of assets and contributions, grants and fund administration, research on nonprofit agencies and issue areas, and other charitable purposes.

Investment Activity, net – This represents the financial returns from the CCF investment pool(s) in which your fund is invested, including interest, dividends and gains/losses as well as the deduction of any investment-related fees.

Fund Balance Transfer - Money transferred to or from another CCF fund.

Other Expenses - Permissible expenses (i.e., legal, phone charges, etc.) related to the administration of your fund.

Net Changes to Fund - The net amount of your fund after contributions, income, grants, administration and grant management fee, investment managers' fees, fund balance transfers, and other expenses.

Ending Fund Balance - The fund's balance at the end of the statement period reported on this statement. This amount includes any contributions, grant distributions, fund balance transfers, and increase or decrease in market value.

Meet Our Team

Erin Watkins
Chief Financial Officer
ewatkins@calfund.org

Anabel Giron
Senior Vice President, Investments
agiron@calfund.org

Carol Bradford Worley, JD
General Counsel & Assistant Board Secretary
cbworley@calfund.org

Office of Philanthropy
(213) 239-2300

Celina Santiago
Chief Philanthropy Officer
csantiago@calfund.org

Brooke Pinnix-Gaines
Vice President, Philanthropic Impact
bpinnix@calfund.org

Erin Limlingan
Director, Philanthropic Impact
elimlingan@calfund.org

Amani Jadallah
Director, Philanthropic Operations
ajadallah@calfund.org

Andres Telo
Philanthropic Impact Advisor
atelo@calfund.org

Emma Welch
Advisor Relations & Gift Planning Officer
ewelch@calfund.org

Estevan Hinojosa
Philanthropic Impact Advisor
ehinojosa@calfund.org

Maria Conticelli
Philanthropic Impact Advisor
mconticelli@calfund.org

Ray Mora
Office of Philanthropy Business Manager
rmora@calfund.org

Brenna Gilliam
Philanthropic Operations Specialist
bgilliam@calfund.org

Shavanah Ali
Philanthropic Operations Specialist
sali@calfund.org

Grant Operations
(213) 239-2320

Summer Moore
Vice President, Grant Operations
smoore@calfund.org

Hayden Jaffe
Grant Operations Manager
hjaffe@calfund.org

Jessica Llanes
Grant Operations Manager
jllanes@calfund.org

Kenneth Chan
Grants Operations Officer
kchan@calfund.org

Marguerite Rose
Senior Scholarships and Grants Analyst
mrose@calfund.org

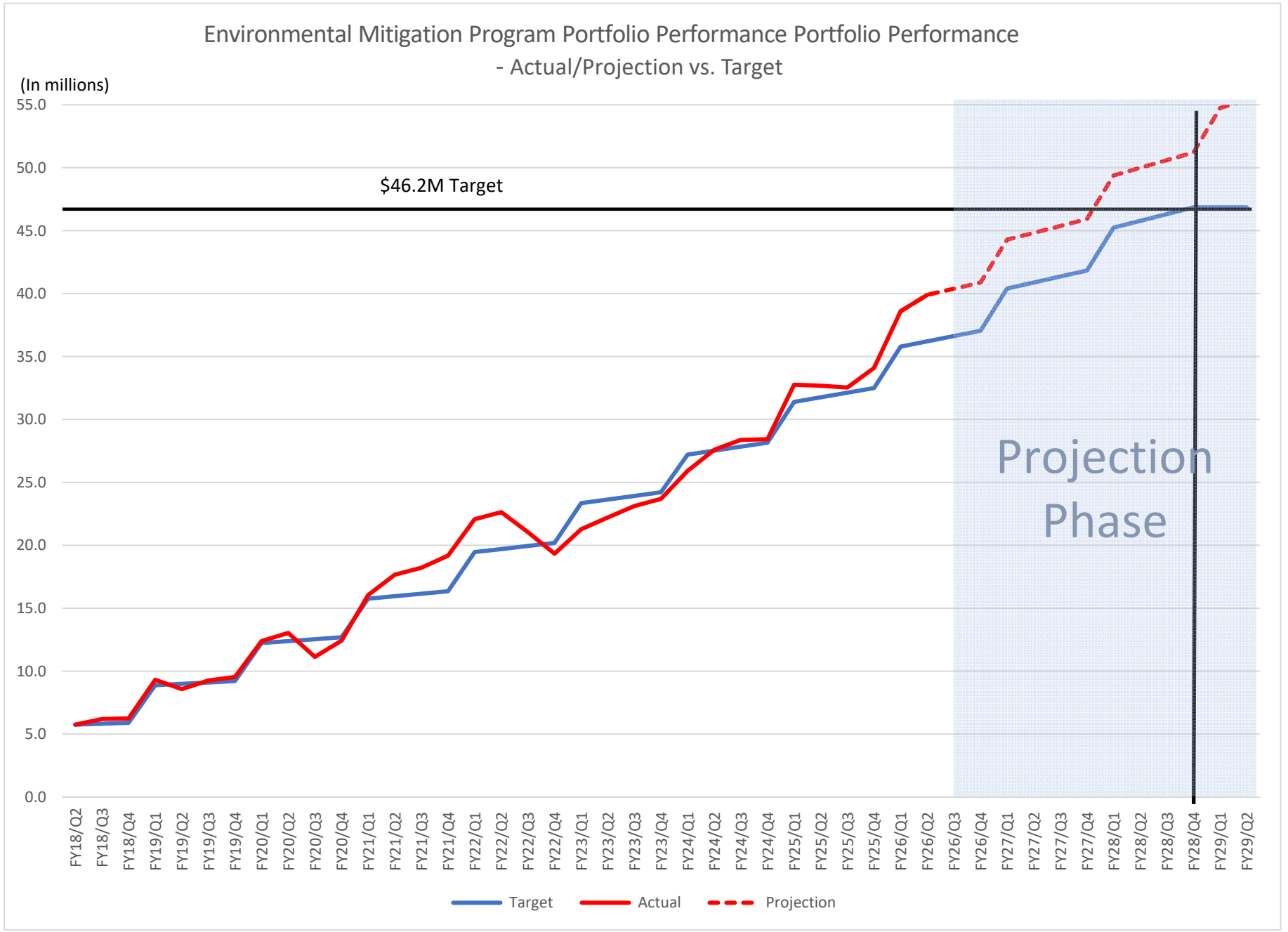
Quinlan Genrich
Senior Grant Operations Analyst
qgenrich@calfund.org

Drew Matthews
Senior Grant Operations Analyst
dmatthews@calfund.org

Michelle Khazaryan
Grant Operations Officer
mkhazaryan@calfund.org

Sarah Goldman
Grant Operations Analyst
sgoldman@calfund.org

ATTACHMENT C



COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Agreement for Public Outreach Consultant Services for Rail Capital Projects

Regional Transportation Planning Committee Meeting of June 1, 2026

Present: Directors Go, Harper, Kleiman, Klopfenstein, Tavoularis, and Tettemer
Absent: Director Foley

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach consultant services for rail capital projects.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of $800,610, for a four-year initial term with an option term of up to 24 months to provide public outreach consultant services for rail capital projects.

OCTA

June 1, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Public Outreach Consultant Services for Rail Capital Projects

Overview

On January 26, 2026, the Orange County Transportation Authority released a request for proposals for public outreach consultant services for rail capital projects. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach consultant services for rail capital projects.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of $800,610, for a four-year initial term with an option term of up to 24 months to provide public outreach consultant services for rail capital projects.

Discussion

The Orange County Transportation Authority (OCTA) owns and maintains more than 40 miles of operating railroad right-of-way in Orange County that extends from the City of Fullerton to the San Diego County Line in the City of San Clemente. The rail corridor is used by Metrolink and Amtrak passenger trains in addition to freight trains. OCTA, in partnership with Metrolink, is advancing multiple regional rail capital projects.

Major activities associated with the projects include bridge demolition and reconstruction, retaining wall construction, pile driving, track removal and installation, station construction, and utility work. These complex construction activities will result in temporary disruptions to adjacent communities such as

long- and short-term local street and trail closures, service interruptions, noise, and other construction-related impacts.

OCTA, with consultant support, implements public outreach programs for these projects, many of which are underway. The current consultant agreement with Arellano Associates ends June 30, 2026. The new agreement would support outreach services for the following ongoing projects:

- **Coastal Rail Stabilization Priority Projects**

  Area 3 – Construction: Constructs a 1,400-foot-long catchment wall and restores a beach trail in the City of San Clemente. Construction began in mid-2025 and is expected to be completed in late 2026.

  Area 4 – Design: Proposes to construct a shoreline protection structure, perform riprap repair, and sand nourishment. Environmental clearance and preliminary engineering are underway and are expected to be completed in late 2026.

  Areas 1, 2, and 4 – Environmental: Proposes sand placement at three locations along the City of San Clemente's beaches to help stabilize the coastal rail line along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

- **Inland Slope Stabilization Rehabilitation Project – Construction**

  Rehabilitates slopes at six locations in the railroad right-of-way in the cities of Laguna Niguel, Lake Forest, and Mission Viejo. Construction began in early 2026 and is expected to be completed in mid-2026.

- **San Juan Creek Bridge Replacement Project – Construction**

  Replaces the railroad bridge over San Juan Creek in the City of San Juan Capistrano and constructs a new foundation and substructure for a potential future rail bridge. Construction began in mid-2024 and is expected to be completed in early 2027.

The new agreement would also support outreach services for the following future projects:

- **Pacific Coast Highway Bridge Replacement Project – Environmental and Design**

  Proposes to replace an existing railroad bridge over Pacific Coast Highway in the City of Dana Point that has reached the end of its useful life. The project is expected to advance to the environmental phase in early 2027.

- **Orange County Maintenance Facility – Design and Construction**

  Constructs a maintenance facility in Irvine to store and service Metrolink trains. The environmental study was completed in mid-2022, and the project is expected to advance to the design phase once additional funding and agreements are secured.

- **Irvine Station Project – Environmental**

  Proposes to reconfigure the Irvine Metrolink Station and rail infrastructure by extending or adding tracks and installing a pedestrian underpass. The environmental phase is expected to begin in mid-2026.

- **Placentia Station Project – Design**

  Constructs a new train station in the City of Placentia, near State Route 57 (SR-57), serving the communities of Anaheim, Fullerton, Placentia, and Yorba Linda. Initiation of future phases is contingent upon an agreement between OCTA, Metrolink, and other parties.

Outreach may also be required for additional rail and station projects, as directed by OCTA. The agreement is structured on a time and expense basis, and consultant services will be used only as needed for projects that advance and require outreach support.

OCTA, with consultant support, will implement comprehensive public outreach programs designed to:

- Increase awareness and understanding of project benefits and timelines
- Proactively communicate construction activities and impacts
- Engage stakeholders, including hard-to-reach communities, early and often throughout project delivery
- Address and resolve community concerns in a timely manner

Outreach efforts are essential to minimizing the impacts of community disruptions, maintaining transparency, building trust, and enhancing safety. Stakeholders include residents, business owners, motorists, rail passengers, first responders, and trail users, as well as local and county agencies, corridor cities, beach communities, and school districts.

Outreach strategies and tactics will include multilingual stakeholder briefings and presentations, in-person and virtual meetings, and print and digital materials.

These efforts will include ongoing coordination with project development and construction teams to ensure accurate and consistent messaging. The program will include regular monitoring and evaluation of outreach performance metrics to inform and refine communication strategies for each project, and to ensure accountability, consistency, and measurable outcomes.

Procurement Approach

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

On January 26, 2026, Request for Proposals (RFP) 250187 was issued electronically on OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on January 26, and February 2, 2026. A pre-proposal conference was held on February 3, 2026, with 29 attendees representing 12 firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as to provide responses to written questions.

On February 23, 2026, six proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management, People and Community Engagement, Public Information Office, and Rail Capital Programs departments met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

• Qualifications of the Firm	20 percent
• Staffing and Project Organization	25 percent
• Work Plan	30 percent
• Cost	25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted at 20 percent as the firms had to demonstrate public outreach experience on rail projects during construction phases. Staffing and project organization criterion was weighted at 25 percent as the firms had to demonstrate an experienced, well-rounded team consisting of staff having adequate availability, as well as relevant experience performing outreach services on large construction projects. Work plan criterion was weighted at 30 percent as the plan had to consider the unique needs of a corridor composed of residential, commercial, and industrial businesses. Additionally, the proposed work plan had to demonstrate an understanding of the Project scopes and challenges, as well as the level of effort required. Cost and price criterion was weighted at 25 percent to ensure that OCTA receives value for the services provided.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale. The RFP required proposing firms to submit a separate price proposal in a sealed package. To focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, and work plan, which represented a maximum of 75 points of the total proposal score. After the interviews and the technical scores of the short-listed firms were finalized, the sealed price proposals of the short-listed firms were opened and shared with the evaluation committee. The cost and price score, which represented a maximum of 25 points of the total proposal score, was then factored into the overall proposal score for a maximum of 100 points.

On March 9, 2026, the evaluation committee reviewed the proposals based only on the technical evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

<u>Firms and Location</u>

Arellano Associates, LLC (Arellano)
Headquarters: Chino Hills, California
Project Office: Chino Hills, California

MBI Media (MBI)
Headquarters: Covina, California
Project Office: Covina, California

On March 16, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements, including their approach to the scope of work. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions addressed each firm's proposed approach to community engagement, staffing roles and team organization, methods for engaging hard-to-reach and multilingual communities, and communication strategies.

Based on the evaluation of written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Arellano for consideration of the award. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Arellano, founded in 1994 and headquartered in the City of Chino Hills, is a public communications and community outreach firm with more than 80 employees supporting transportation and infrastructure programs throughout Southern California. Arellano demonstrated expertise in providing strategic public communications and stakeholder engagement for rail and capital improvement projects. Arellano's outreach services span the project lifecycle, including planning, environmental clearance, pre-construction coordination, and active construction for regional and local agencies. Arellano is currently performing rail outreach services for the Coastal Rail Stabilization Projects, San Juan Creek Bridge Replacement Project, and the Inland Slope Rehabilitation Project. Additional rail outreach experience includes OCTA's Coastal Rail Resiliency Study, Laguna Niguel to San Juan Capistrano Passing Siding Project, and the City of Corona's McKinley Street Grade Separation Project. The firm received positive comments from its references.

MBI was founded in 1989 and is headquartered in the City of Covina, with 15 full-time employees supported by additional part-time personnel. The firm specializes in strategic communications and public outreach services and offers full-service outreach support, including project management, community engagement, digital communications, branding, and graphic design. MBI demonstrated experience providing strategic communications and community engagement services for transportation agencies and municipalities throughout Southern California, including Metrolink, LA Metro, and the California High-Speed Rail Authority (CHSRA). Relevant experience includes providing outreach and engagement services for Metrolink rail initiatives, serving as lead outreach consultant for LA Metro's Link Union Station Project, overseeing corridor-wide outreach for segments of the CHSRA Program, and providing construction-phase outreach services for OCTA's Interstate 405 Improvement

Project. The firm proposed subcontractors to support multicultural outreach and additional engineering and public relations support. MBI received positive comments from its references.

Staffing and Project Organization

Arellano proposed a structured staffing plan designed to provide executive oversight, dedicated project management, and field-level outreach support for OCTA's rail capital projects. The proposed team includes a project manager with nine years of experience leading public outreach for complex rail and infrastructure capital improvement projects. The staffing plan includes a community liaison to oversee implementation of outreach strategies, community relations representatives to conduct field outreach to residents, businesses, and corridor stakeholders, communications specialists to prepare written materials, construction notices, digital content, and presentations, and multilingual outreach staff to support engagement with diverse communities. During the interview, the project team highlighted staff's experience and provided thorough responses to the evaluation committee's questions.

MBI proposed a project team with defined roles and responsibilities aligned with the scope of work. The proposed project manager has more than 25 years of experience in public outreach and transportation communications on rail projects for Metrolink and other transportation agencies. The project team includes a community liaison who has supported outreach efforts for Metrolink and the CHSRA and who would be responsible for stakeholder coordination and field-level engagement activities. The proposed organizational structure integrates in-house project management and creative services with subcontractor support for multilingual and specialized outreach, providing scalability to support multiple rail capital projects. During the interview, the project team presented their roles and provided thorough responses to the evaluation committee's questions.

Work Plan

Arellano proposed a structured work plan focused on minimizing community disruption, maintaining transparency, and supporting the successful delivery of OCTA rail capital projects. The work plan includes coordination with OCTA staff at project initiation to confirm outreach objectives, review project schedules and anticipated construction impacts, and develop project-specific outreach strategies tailored to the scope of work and sensitivity of each project. The work plan outlined a stakeholder identification element that includes development and maintenance of stakeholder databases consisting of adjacent residents and businesses, community-based organizations, corridor users, elected officials,

agency partners, and emergency responders. Proposed engagement activities include door-to-door outreach, stakeholder meetings, business briefings, community presentations, and coordination with local agencies. During active construction, Arellano proposed implementation of proactive notification strategies for construction schedules, closures, rail service adjustments, night or weekend work, and major milestones using print and digital formats such as email alerts, social media and website updates, and field notifications.

MBI provided a comprehensive work plan that demonstrated an understanding of OCTA's rail capital outreach requirements, including tailored outreach strategies for each of the rail capital projects listed in the scope of work demonstrating an understanding of each project's characteristics and challenges. The work plan indicated that outreach efforts would not only inform stakeholders about individual construction activities but also connect project communications to broader rail improvement initiatives. MBI's work plan also included development of comprehensive outreach strategies aligned with project goals, schedules, and key milestones. MBI emphasized transparency and constructive dialogue with stakeholders, including engagement with hard-to-reach communities. The proposal also identifies coordination with community-based organizations and implementation of multilingual outreach strategies to support inclusive engagement. MBI proposed a structured, metrics-driven public outreach approach that integrates traditional and digital engagement tools, while incorporating translation services and multilingual outreach to serve hard-to-reach communities.

Cost and Price

Pricing scores were based on a formula which assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Arellano proposed the lower weighted average hourly rate. In addition, Arellano's proposed rates are consistent with OCTA's project manager's independent cost estimate, as well as those of comparable public outreach contracts for similar scopes of work. Therefore, Arellano's proposed hourly rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Arellano as the top-ranked firm to provide public outreach consultant services for rail capital projects. Arellano delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2025-26 Budget and, pending approval, will be included OCTA's Proposed FY 2026-27 Budget, People and Community Engagement Division, account nos. 0018-7519-TR231-26Q, 0018-7519-TR232-26Q, 0018-7519-C5054-0DX, 0017-7519-TR022-16H, 0018-7519-A0001-0JK, and funded with federal, state, and local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250187 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of $800,610, for a four-year initial term with an option term of up to 24 months, to provide public outreach consultant services for rail capital projects.

Attachments

A. Review of Proposals, RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
C. Contract History for the Past Two Years, RFP 250187 Public Outreach Consultant Services for Rail Capital Projects

Prepared by:

Calina North
Section Manager, Public Outreach
714-560-5749

Approved by:

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

Pia Veesapen
Director, Contracts Administration and Materials Management
714-560-5619

Review of Proposals
RFP 250187 Public Outreach Consultant Services for Rail Capital Projects
Presented to Regional Transportation Planning - June 1, 2026
6 firms proposed, 2 firms were interviewed, 1 firm is being recommended

ATTACHMENT A

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	93	**Arellano Associates, LLC** Chino Hills, California	None	Highest-ranked firm overall. Demonstrated relevant community outreach experience on transportation and rail capital projects. Proposed multilingual outreach support, including Chinese, Korean, Farsi, and other language-speaking communities. Proposed an experienced and knowledgeable project manager and outreach team. Team members have experience supporting the Orange County Transportation Authority and regional transportation initiatives. Demonstrated understanding of construction phase outreach requirements and stakeholder coordination. Provided a structured, task-oriented work plan aligned with the scope of work. Outlined strategies for proactive construction notifications and community engagement. Discussed implementation approach and provided responses to interview questions. Received positive responses from references. Proposed the lowest competitive weighted average hourly rate.	$102
2	91	**MBI Media** Covina, California	ArrowGTP Kleinfelder Construction Services	Demonstrated relevant experience providing public outreach and communications services for transportation and rail projects. Experience supporting construction-phase outreach for commuter rail and transit agencies. Proposed a project manager with more than 20 years of experience in transportation communications. Project manager has experience leading outreach efforts for Metrolink and other regional transportation agencies. Proposed an experienced community liaison to support stakeholder coordination and field-level engagement. Proposed a subcontractor to support multicultural outreach. Proposed a subcontractor to provide additional engineering and public relations support. Outlined strategies for proactive community notifications and business outreach. Discussed coordination with OCTA staff and contractor teams. Received positive responses from references.	$119

Evaluation Panel:	**Proposal Criteria**	**Weight Factors**
Contracts Administration and Materials Management (1)	Qualifications of the Firm	20%
People and Community Engagement (2)	Staffing and Project Organization	25%
Public Information Office (1)	Work Plan	30%
Rail Capital Programs (1)	Cost and Price	25%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 250187 Public Outreach Consultant Services for Rail Capital Projects

Arellano Associates							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	5.00	4.50	4.50	5.00	4.50	4	18.8
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	5	22.5
Work Plan	4.50	4.00	5.00	4.50	4.00	6	26.4
Cost	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	**95**	**90**	**96**	**95**	**90**		**93**

MBI Media							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	5.00	4.50	4.50	5.00	4.50	4	18.8
Staffing/Project Organization	4.50	4.50	4.00	4.00	4.00	5	21.0
Work Plan	5.00	4.50	5.00	5.00	5.00	6	29.4
Cost	4.28	4.28	4.28	4.28	4.28	5	21.4
Overall Score	**94**	**89**	**89**	**91**	**89**		**91**

The range of technical scores for non-short listed firms was 43 to 59, these scores do not include cost score.

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 250187 Public Outreach Consultant Service for Rail Capital Projects

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Arellano Associates, LLC	C-2-3053	On-Call Planning Studies Public Outreach Consultant Services for Transportation Planning Studies	June 1, 2023	April 30, 2026		$ 300,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-3-2817	Public Outreach Services for South Coast Rail Infrastructure Feasibility Study	October 30, 2023	October 31, 2025		$ 253,750
Contract Type: Time and Expense						
Subconsultants:						
None						
Arellano Associates, LLC	C-4-2076	On-Call Planning Studies Public Outreach Consultant Services	August 6, 2024	May 31, 2027		$ 700,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-4-2295	Long Range Transportation Plan Public Outreach	December 10, 2024	October 31, 2026		$ 350,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-4-2520	Public Outreach Services for the Measure M2 Ten-Year Review	March 11, 2025	December 31, 2026		$ 213,334
Contract Type: Time and Expense						
Subconsultants:						
None						
Arellano Associates, LLC	C250102	Public Communications and Community Outreach Support for Rail Capital Projects	January 5, 2026	June 30, 2026		$ 99,561
Contract Type: Time and Expense						
Subconsultants:						
None						
Arellano Associates, LLC	C-9-1510	Marketing Outreach Support Services	October 17, 2019	June 30, 2024		$ 120,000
Contract Type: Time and Expense						
Subconsultants:						
None						
				Total		**$ 2,036,645**
MBI Media	C-1-3353	Public Outreach Services for Environmental Phase of Interstate 5 Improvements from County Line to Avenida Pico	November 12, 2021	October 31, 2026		$ 298,450
Contract Type: Time and Expense						
Subconsultants:						
TRC Companies, Inc.						
ArrowGPT						
				Total		**$ 298,450**

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Term Sheet Agreement with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento opposed voting on this item.

Director Tam Nguyen abstained from voting on this item.

Director Leon was not present to vote on this item.

Committee Recommendation(s) - *Reflects a change from staff's recommendations*

A. Direct staff to enter into an agreement with Newport Beach within 30 days to relocate the Newport Transit Center, with the understanding that the City of Newport Beach will be responsible for relocation costs for a functionally equivalent transit center, and take all reasonable actions necessary to advance toward the goal of relocation with a target completion date of 2031, with the key inclusion of being subject to environmental regulatory Orange County Transportation Authority Board of Directors and Newport Beach City Council approval.

B. Direct staff to bring the completed study back with the site relocation recommendation by November 30, 2026, while keeping all actions subject to environmental review and future approvals.

Committee Discussion

At the Special Transit Committee meeting on June 16, 2026, the Committee's discussion centered on whether OCTA should continue advancing the potential relocation of the Newport Transportation Center and, if so, under what framework.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Term Sheet with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. The study was initiated in early February and is anticipated to be completed in November. To support continued coordination, the Orange County Transportation Authority and the City of Newport Beach are developing a proposed non-binding term sheet establishing a framework for future project development if a feasible relocation alternative is mutually identified.

Recommendation

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Background

The Newport Transportation Center (NTC), located at 1550 Avocado Avenue in the City of Newport Beach (City), serves as a key hub for the Orange County Transportation Authority's (OCTA) OC Bus service, providing regional access to destinations across Orange County and connections to employment, educational, recreational, and commercial centers. The NTC opened for bus service in 1991 through an agreement with the Irvine Company and currently serves four OC Bus routes: 1, 55, 57, and 79. The site also functions as a park-and-ride facility and has long served as an anchor for transit access in central coastal Orange County.

In June 2025, the Newport Beach City Council directed City staff to explore relocating Fire Station No. 3 to the current NTC site. The City subsequently requested that OCTA partner in a feasibility study to evaluate the potential relocation of the NTC. In October 2025, the OCTA Board of Directors (Board) authorized the Chief Executive Officer (CEO) to enter into a cooperative agreement with the City to perform the NTC Relocation Feasibility Study (Study) to evaluate the potential feasibility of relocating the site. The cooperative agreement was finalized on December 15, 2025, and a consultant contract with HDR Engineering, Inc., was executed on January 28, 2026. Staff provided a status update on the Study to the Transit Committee on April 9, 2026.

Discussion

As the Study has progressed, OCTA and City staff have continued to coordinate on the technical, operational, regulatory, financial, and implementation issues that would need to be addressed before any potential relocation of the NTC could proceed. The Study continues to advance and is currently in the evaluation phase with a planned completion of November 2026.

To support continued coordination, OCTA and the City have developed a proposed non-binding term sheet. The term sheet is intended to document the parties' understanding of the steps required to evaluate potential relocation sites, define major project phases, responsibilities, and decision points, advance environmental review and design work, identify funding responsibilities, preserve transit service continuity, coordinate regulatory approvals, and address future property disposition considerations.

The proposed term sheet identifies the shared goal of creating improved transit service options for OC Bus riders while ensuring that any potential replacement facility maintains comparable transit service levels. OCTA's established operational performance standards include considerations related to transit access, operational efficiency, Americans with Disabilities Act accessibility, passenger circulation, and service continuity.

Consistent with OCTA's prior discussions with the City, the term sheet is intended to preserve an objective and transparent evaluation process. Site evaluation criteria would be jointly developed and consistently applied, and the environmental review process would not be predetermined. OCTA would also continue to ensure that transit riders and the public have an opportunity to be informed and provide input as the Study advances.

In summary, the key terms include the following and are further described below:

- Mutually acceptable relocation site required
- Site evaluation criteria jointly developed and consistently applied
- City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
- Advancement between phases requires future agreement on scope, schedule, costs, and funding
- Either party may decline to proceed if key issues cannot be resolved
- If the project proceeds through all phases, transition to new site could occur in 2031

The term sheet outlines anticipated project phases, including feasibility and site analysis, environmental review and preliminary design, final design and property acquisition, construction, operational transition, and disposition of the existing NTC site. Advancement from one phase to the next would require future agreement regarding scope, schedule, estimated costs, funding availability, and applicable approvals. An illustrative schedule of the potential relocation of NTC is included in Attachment A.

The term sheet further recognizes that any potential relocation or disposition of the existing NTC site would need to comply with applicable local, state, and federal requirements, including Federal Transit Administration requirements, California Environmental Quality Act, National Environmental Policy Act, California Surplus Land Act, and applicable third-party agreements and property restrictions. Future agreements would be brought back to the Board for consideration, as applicable.

The term sheet does not approve a relocation site, commit OCTA to relocate the NTC, authorize disposition of the existing NTC site, commit OCTA funds, or approve construction of a replacement facility. Any future relocation would remain subject to environmental review, funding availability, identification of a mutually acceptable site, applicable state and federal regulatory approvals, and approval by the respective governing bodies of OCTA and the City. The term sheet commits the City to fund 100 percent of project costs for a functionally equivalent replacement transit center unless otherwise agreed. OCTA would be responsible for incremental costs for OCTA-requested betterments beyond the mutually agreed replacement transit facility requirements, subject to future written agreement and Board approval.

Approval of the proposed term sheet will allow OCTA to continue coordinating with the City while ensuring the Study fully considers near-term feasibility, long-term transit needs, rider impacts, regulatory requirements, and future implementation considerations.

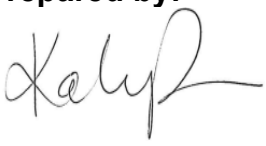
Summary

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Attachment

A. Illustrative Schedule of Potential Relocation of Newport Transportation Center

Prepared by:



Katie Persons
Department Manager,
Transit Planning
(714) 560-5683

Approved by:

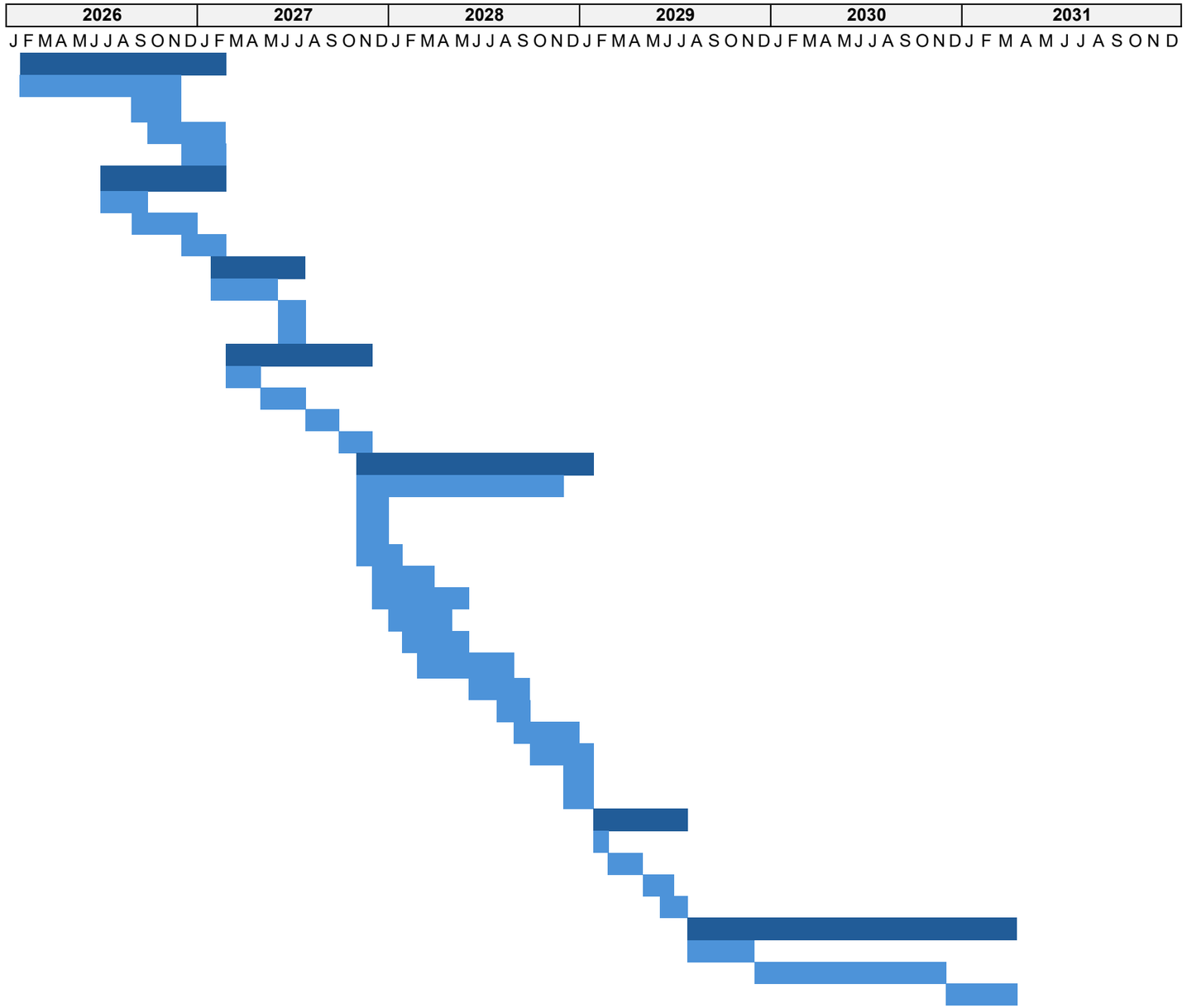


Rose Casey
Executive Director, Planning
(714) 560-5729

ATTACHMENT A

Schedule Subject to Change

Task	Duration[4]
Pre-Development and Due Diligence	**13 months**
Newport Transportation Center Relocation Feasibility Study	*10 months*
Term Sheet Phase I (Design and Environmental)[1]	*3 months*
Federal Transit Administration Coordination (Disposition)	*5 months*
Title VI Analysis	*3 months*
Expanded Relocation Feasibility Study[5]	*8 months*
Expanded Site Identification and Screening	*3 months*
Detailed Alternatives Evaluation	*4 months*
Pre-Environmental and Regulatory Vetting	*3 months*
Purchase and Sale Agreement	**6 months**
Negotiation and Due Dilligence	*4 months*
OCTA Board of Directors Approval	*2 months*
City Council Approval	*2 months*
Procurement for Design and Environmental Clearance Services	**9 months**
Preparation and Board Approval to Release	*2 months*
Advertisement and Proposal Period	*3 months*
Evaluation and Selection	*2 months*
Board Approval and Contract Execution	*2 months*
Design, Permitting, and Environmental Clearance	**12-16 months**
FTA Coordination (Replacement)	*12 months*
Ten Percent Concept Design	*2 months*
Initiate Proposed IS/MND[2]	*2 months*
Utilities Coordination	*3 months*
30 Percent Preliminary Design	*4 months*
Technical Studies (Traffic, Air, Noise, Etc.)	*6 months*
Land Use Entitlement Process	*4 months*
Draft CEQA Document/Public Review	*4 months*
NEPA Documentation[3]	*6 months*
60 Percent Design	*4 months*
Final CEQA and Certification	*2 months*
90 Percent Design	*4 months*
Permitting (Construction, Water Quality, Etc.)	*4 months*
Final (100 Percent) Design	*2 months*
Term Sheet Phase II (Construction)	*2 months*
Procurement for Construction Contract	**6 months**
Bid Package Development	*1 month*
Advertisement and Bid Period	*2 months*
Evaluation and Selection	*2 months*
Board Approval and Contract Execution	*2 months*
Construction (New Transit Center)	**18-24 months**
Site Preparation and Utility Relocation	*4 months*
Facility Construction	*12 months*
Systems, Finishes, and Commissioning	*4 months*
Total Duration from Completion of NTC Study	**51-57 months**
Projected Completion Date	**2031**



Footnotes

[1] A two-phase term sheet is anticipated for this effort in order to capture any complexities that may arise during the design and environmental clearance phase.
[2] At this stage, it is an anticipated that an IS/MND would be required for this project.
[3] NEPA documentation is anticipated due to previous federal funding that have been applied to improvements on the existing facility. The NEPA schedule is subject to coordination with the FTA.
[4] Bolded task durations reflect the total duration for that task. Several subtasks may run concurrently, so task durations reflect the anticipated total duration.
[5] Assumes existing NTC Relocation Feasibility Study contract can be amended to include additional site(s). Would require Board approval, assumed to occur in June 2026, with NTP expected in July 2026.

Acronyms

Board - Board of Directors
CEQA - California Environmental Quality Act
FTA - Federal Transit Administration
IS - Initial Study
MND - Mitigated Negative Declaration
NEPA - National Environmental Protection Act
NTC - Newport Transportation Center
NTP - Notice to Proceed
OCTA - Orange County Transportation Authority

Term Sheet with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Background

- The Study is underway and launched in early February 2026
- As the Study has progressed, OCTA and City staff have continued to coordinate on the technical, operational, regulatory, financial, and implementation issues that would need to be addressed before any potential relocation of the NTC could proceed
- The Study is currently in the evaluation phase and anticipated to be complete in November 2026

City – City of Newport Beach
NTC – Newport Transportation Center
OCTA – Orange County Transportation Authority
Study - NTC Relocation Feasibility Study

Term Sheet Purpose

- The term sheet establishes a shared framework for OCTA and City coordination, and functions to:
  - Define major project phases, responsibilities, and decision points
  - Support objective evaluation of potential relocation sites
  - Identify key requirements before any relocation could occur
  - Guide future agreements that would return to the Board for consideration

Board – Board of Directors

Term Sheet Framework

- Key Terms
  - Mutually acceptable relocation site required
  - Site evaluation criteria jointly developed and consistently applied
  - City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
  - Advancement between phases requires future agreement on scope, schedule, costs, and funding
  - Either party may decline to proceed if key issues cannot be resolved
  - If project proceeds through all phases, transition to new site could occur in 2031

Term Sheet Limitations

- The term sheet does not:
  - Approve relocation of the NTC
  - Select a replacement site
  - Commit OCTA to dispose of the existing NTC site
  - Commit OCTA funds for project delivery
  - Commit the City to approve or fund a replacement site
  - Approve construction of a replacement facility
  - Predetermine environmental review
  - Limit future Board discretion

Environmental and Regulatory Requirements

- Anticipated Project Phases
  - Feasibility and site analysis
  - Environmental review and preliminary design
  - Final design and property acquisition
  - Construction
  - Operational transition
  - Existing site disposition
- Environmental and Regulatory Review
  - City to prepare applicable CEQA documentation for City actions
  - OCTA to prepare applicable CEQA and NEPA documentation
  - OCTA to lead coordination with the FTA

CEQA – California Environmental Quality Act
FTA – Federal Transit Administration
NEPA – National Environmental Policy Act

Environmental and Regulatory Requirements (Cont.)

- Environmental and Regulatory Review
  - Parties to coordinate methodology, scope, and review of environmental documents
  - No action or public statement may predetermine the environmental outcome
- Regulatory Compliance
  - FTA requirements
  - CEQA and NEPA
  - California Surplus Land Act
  - Applicable third-party agreements and property restrictions

CEQA – California Environmental Quality Act
FTA – Federal Transit Administration
NEPA – National Environmental Policy Act

Funding, Design, and Delivery Responsibilities

- Funding Framework
  - City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
  - Costs include technical documentation, environmental clearance, design, land acquisition, construction, and construction management
  - OCTA has no additional funding obligation unless mutually agreed in writing
  - OCTA would be responsible for any incremental costs for OCTA-requested betterments beyond the mutually agreed replacement transit facility requirements, subject to future written agreement and Board approval
  - Construction cannot proceed unless full project funding is identified and approved
- Design and Delivery Framework
  - OCTA to define transit operational and design requirements
  - OCTA to lead final design of the replacement transit facility in consultation with the City
  - OCTA to manage construction contracts, subject to terms defined in future agreements
  - Future agreements to address risk allocation, liability, claims, and property acquisition responsibilities

Service Continuity and Conditions for Relocation

- Relocation Cannot Occur Until:
  - Replacement site is mutually agreed upon
  - Environmental clearance is complete
  - A mutually acceptable funding plan is approved and funding is secured
  - Replacement facility is fully constructed, tested, and operational
  - OCTA confirms the facility satisfies agreed operational performance standards
  - Required approvals are obtained by OCTA, City, and FTA

- Transit Service Continuity
  - Existing NTC remains operational until replacement facility is accepted by OCTA
  - Transition of operations to be jointly coordinated
  - OCTA retains responsibility for transit operations and service transition

Recommendation

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

COMMITTEE TRANSMITTAL

June 22, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to Agreement for the Newport Transportation Center Relocation Feasibility Study

Transit Committee Meeting of June 16, 2026

Present: Directors Amezcua, Jung, Kleiman, Klopfenstein, Leon, Janet Nguyen, Tam Nguyen, and Sarmiento
Absent: None

Committee Vote

This item was passed by the Members present.

Director Sarmiento opposed voting on this item.

Director Tam Nguyen abstained from voting on this item.

Director Leon was not present to vote on this item.

Committee Recommendation(s) - *Reflects a change from staff's recommendations*

Approve the study scope amendment with the direction to remove the current Avocado Avenue site from consideration, in addition to any sites that the project development team has deemed potentially infeasible, if any, and new sites to be studied may be within southwest Orange County but outside of the City of Newport Beach.

Committee Discussion

The Committee approved expanding the feasibility study for the Newport Transportation Center to include locations beyond the original Newport Beach sites, while maintaining an accelerated timeline. Members stressed the importance of making significant progress by November 2026 and avoiding any delays. Meanwhile, staff requested flexibility to evaluate potential sites both within and outside the City of Newport Beach.

OCTA

June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the Agreement for the Newport Transportation Center Relocation Feasibility Study

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. On January 28, 2026, a contract with HDR Engineering, Inc. was executed to perform the study. An amendment to the existing agreement is needed to provide additional planning support services to expand the study scope, including evaluation of additional potential relocation sites to support a broader, system-level analysis of long-term transit needs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C250111 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of $350,000, for additional planning services related to the potential relocation of the Newport Transportation Center. This will increase the maximum cumulative obligation of the contract to a total contract value of $846,635.

Background

The Newport Transportation Center (NTC), located at 1550 Avocado Avenue in the City of Newport Beach (City), serves as a key hub for the Orange County Transportation Authority's (OCTA) OC Bus service, providing regional access to destinations across Orange County and connections to employment, educational, recreational, and commercial centers. The NTC opened for bus service in 1991 through an agreement with the Irvine Company and currently serves four OC Bus routes: 1, 55, 57, and 79. The site also functions as a park-and-ride facility and has long served as an anchor for transit access in central coastal Orange County.

In June 2025, the Newport Beach City Council directed City staff to explore relocating Fire Station No. 3 to the current NTC site. The City subsequently requested that OCTA partner in a feasibility study to evaluate the potential relocation of the NTC. In October 2025, the OCTA Board of Directors (Board) authorized the Chief Executive Officer (CEO) to enter into a cooperative agreement with the City to perform the NTC Relocation Feasibility Study (Study) to evaluate the potential feasibility of relocating the site. The cooperative agreement was finalized on December 15, 2025, and a consultant contract with HDR Engineering, Inc. (HDR), was executed on January 28, 2026. Staff provided a status update on the Study to the Transit Committee on April 9, 2026, and under a separate item concurrent with this June 11, 2026, Transit Committee agenda.

Discussion

The Study was originally scoped to evaluate up to three potential relocation sites identified by and located within the City. This approach reflected the City's interest in relocating the existing NTC site and identifying feasible replacement locations within its jurisdiction.

As the Study has progressed, the project team has identified an opportunity to expand the analysis to better reflect broader, system-level transit planning considerations. The existing NTC functions as a regional transit hub, serving multiple routes that connect riders from across Orange County to key employment, commercial, civic, and coastal destinations. Consistent with OCTA's role in planning and operating the countywide transit system, this broader evaluation is necessary to ensure that any potential relocation preserves and supports current and future transit service, rider access, operational feasibility, and system connectivity. Pursuant to Public Utilities Code section 130240, OCTA is authorized to acquire, develop, operate, maintain, use, or dispose of transit-related facilities and property interests, including bus lines, stations, terminals, parking lots, and related access or development rights that are incidental to, necessary for or convenient for transit service within the County of Orange. Accordingly, the expanded scope is consistent with OCTA's statutory authority to evaluate transit facilities and related property interests that may be necessary or convenient for long-term transit service. Limiting the evaluation of sites may constrain the ability to identify locations that best serve both current and future transit demand.

The proposed amendment will expand the Study scope to include evaluation of up to five additional candidate sites located within southwest Orange County, including the cities of Costa Mesa, Newport Beach, and southwest portions of Irvine and Santa Ana. These additional sites will be identified based on regional

mobility patterns, ridership demand, connectivity to the existing bus network, and long-term system performance. This expanded analysis will allow the project team to assess potential relocation opportunities under a broader, more forward-looking framework, consistent with long-range transit planning objectives.

The additional work will include screening and evaluation of candidate sites, expanded existing and future ridership analysis, refinement of evaluation criteria to incorporate regional considerations, and technical analysis of operational feasibility, ridership impacts, and connectivity. This effort is intended to supplement, not replace, the original Study scope and will provide a more comprehensive understanding of potential relocation options.

Approval of the proposed contract amendment will allow OCTA to continue coordinating with the City while ensuring the Study fully considers near-term feasibility, long-term transit needs, rider impacts, regulatory requirements, and future implementation considerations.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. The original agreement was issued with a maximum obligation of $496,635, for a 12-month term. OCTA staff and HDR reviewed and agreed to the level of effort for additional professional services. Staff requested a cost proposal from HDR and found the cost proposal, in the amount of $350,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by OCTA staff.

Proposed Amendment No. 1 to Agreement No. C250111, in the amount of $350,000, will increase the total contract value to $846,635.

Fiscal Impact

The Study was approved in OCTA's Fiscal Year 2025-26 Budget, Account No. 1539-7519-D0001-8U2 and is funded with a combination of federal and local funds.

Summary

Staff recommends the Board authorize the CEO to negotiate and execute Amendment No. 1 to Agreement No. C250111 between OCTA and HDR in the amount of $350,000, for additional planning services for the Study. This will increase the maximum obligation of the agreement to a total contract value of $846,635.

Attachment

A. HDR Engineering, Inc., Agreement No. C250111 Fact Sheet

Prepared by:

Katie Persons
Department Manager,
Transit Planning
(714) 560-5683

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

Approved by:

Rose Casey
Executive Director, Planning
(714) 560-5729

ATTACHMENT A

HDR Engineering, Inc.
Agreement No. C250111 Fact Sheet

1. January 28, 2026, Agreement No. C250111, $496,635, approved by the Contracts Administration and Materials Management Department.

    - The agreement was executed on January 28, 2026, to provide the Newport Transportation Center and Fire Station No. 3 Relocation Feasibility Study.

    - One-year term effective January 28, 2026, through January 31, 2027.

2. June 22, 2026, Amendment No. 1 to Agreement No. C250111, $350,000, pending approval by the Board of Directors.

    - To expand the scope of work to include up to five additional candidate sites within southwest Orange County in the Relocation Feasibility Study.

Total funds committed to HDR Engineering, Inc. after approval of Amendment No. 1 to Agreement No. C250111: $846,635.

Newport Transportation Center Relocation Feasibility Study Update

Background

- **NTC Opened for Service in 1991**
  - Hub for OC Bus service in the City serving Fashion Island employment, medical, and recreational centers
  - Key connection point for four OC Bus routes serving coastal and central Orange County
  - Ridership generally ranked near the midpoint among Orange County's 11 transportation centers
- **OCTA initiated Study in October 2025**
  - Executed cooperative agreement with the City in December 2025
  - Jointly selected consultant contract executed on January 28, 2026
  - Study began on February 10, 2026

City – City of Newport Beach
NTC – Newport Transportation Center
OCTA – Orange County Transportation Authority
Study – Newport Transportation Center Relocation Feasibility Study

Study Progress

- February 10, 2026: PDT Study Kickoff Meeting
- March 16, 2026: PDT Meeting No. 1
- April 9, 2026: Interim Update to Transit Committee
- April 20, 2026: PDT Meeting No. 2
- May 18, 2026: PDT Meeting No. 3
- June 11, 2026: Study Update to Transit Committee
- June 15, 2026: Next PDT Meeting No. 4

No. - Number
PDT - Project Development Team

Project Development Team Meetings Update

- April 20, 2026, Meeting
  - –OCTA presented transit center operations overview
  - –Consultant team presented:
    - Preliminary baseline conditions
    - Site evaluation criteria approach
    - Conceptual station layouts
- May 18, 2026, Meeting
  - –Consultant team presented:
    - Service planning route analysis
    - Additional refined baseline conditions information
    - Preliminary evaluation criteria scoring

Conceptual Station Layouts

Transit Center Needs

- Capacity for 40- and 60-foot buses
- Bus bay capacity to service relocated routes and accommodate future growth
- Curb or bay available for OC ACCESS
- Operator restrooms
- Public parking
- Non-revenue OCTA operator parking
- Rider amenities (shade, benches, real-time information, water station, trash)
- OCTA bus operation design criteria for turning movements
- Space for future electric bus charging and infrastructure

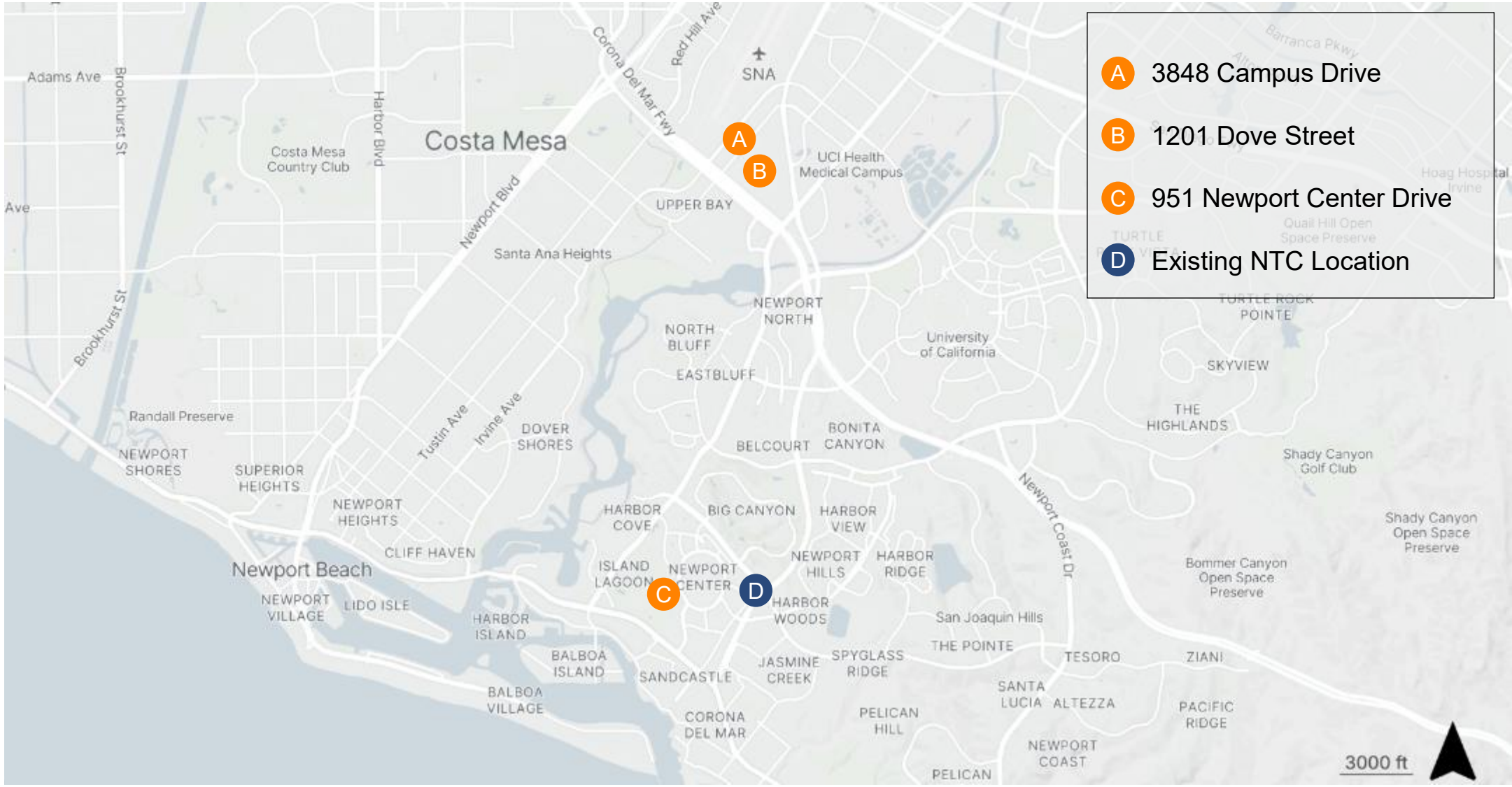
Transit Center	Active Bays	Number of Routes	+/-Size (ft^2)
Newport Transportation Center	7	4	105,000
Laguna Hills Transportation Center	6	4	120,000
Goldenwest Transportation Center	8	5	105,000
Fullerton Park-and-Ride	9	7	390,000
Fullerton Transportation Center	6	6	51,000

ft^2 – square feet

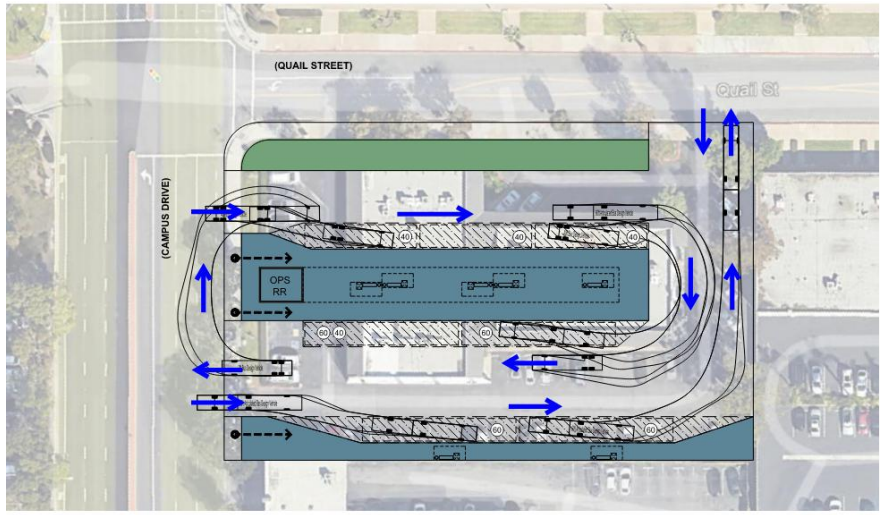
Conceptual Station Layout Development

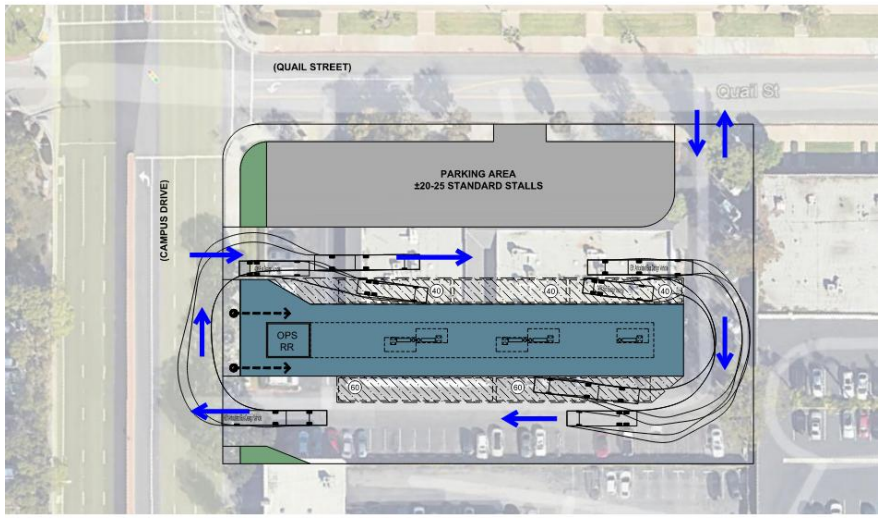
- Conceptual station layouts were developed for the three proposed sites
- The goal of this technical phase is to:
  - Assess the capacity of each of the proposed sites as it relates to the transit center operational needs (bus bays, parking, operator restrooms, etc.)
  - Assess and document feasible vehicle circulation paths for 40- and 60-foot buses within the sites and along adjacent roadways
- The proposed layouts and vehicle circulation paths are conceptual for the purposes of evaluating feasibility and assigning scores. Further detailed designs will be required for any selected site

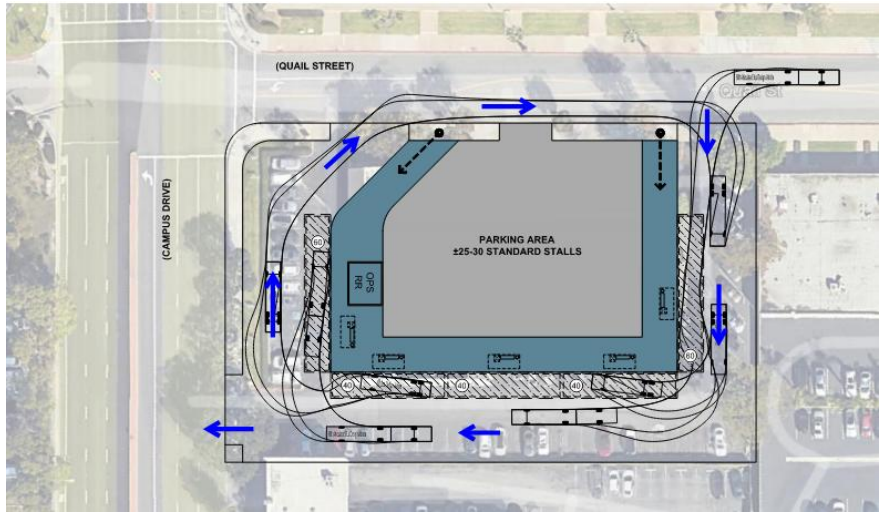
City Proposed Relocation Sites



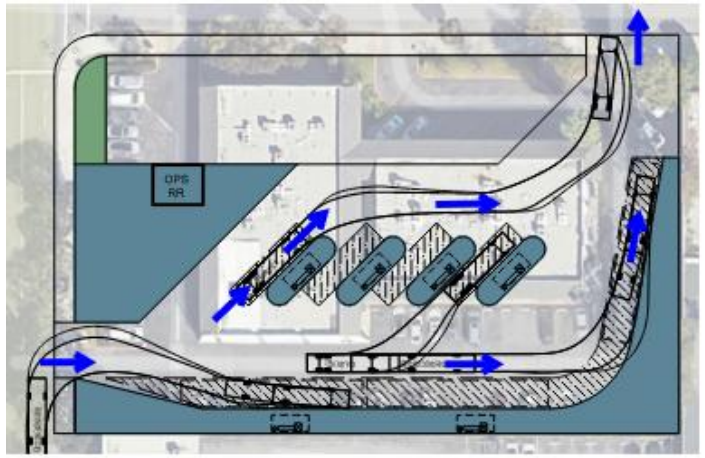
Site A Conceptual Station Layouts Evaluated

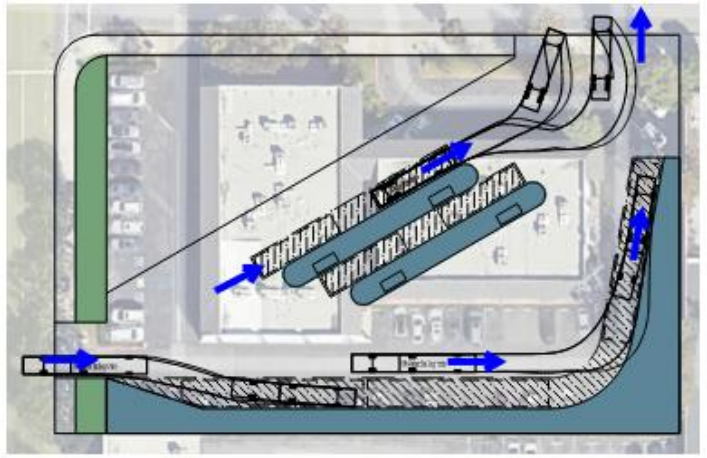


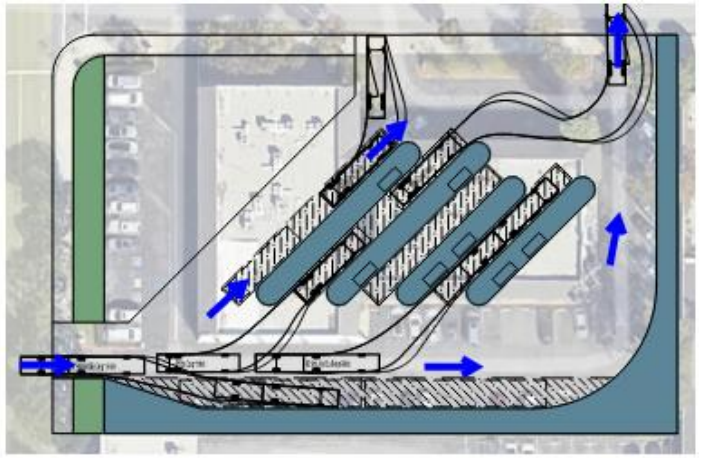


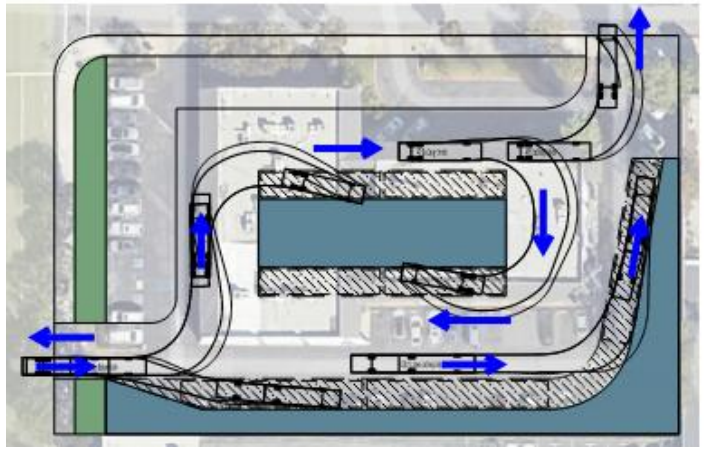


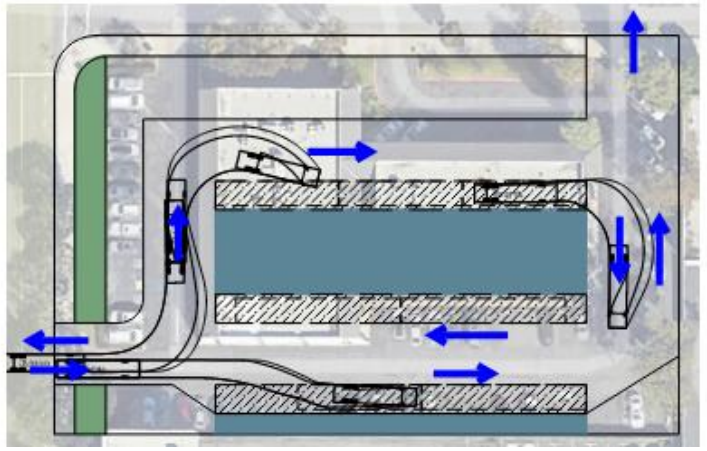
Site A Station Layouts Considered but Not Feasible

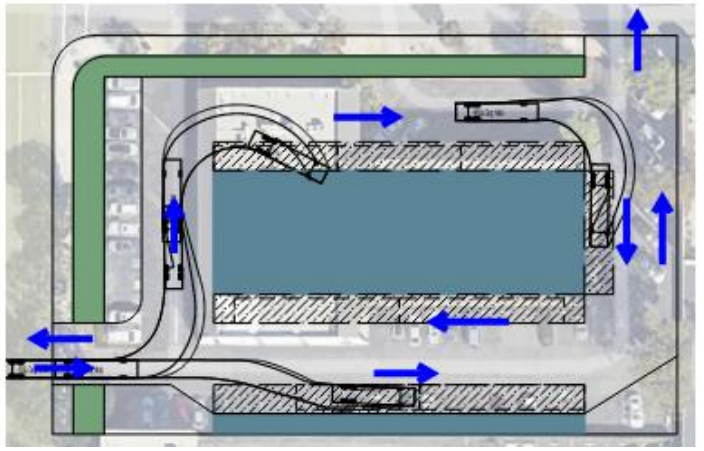




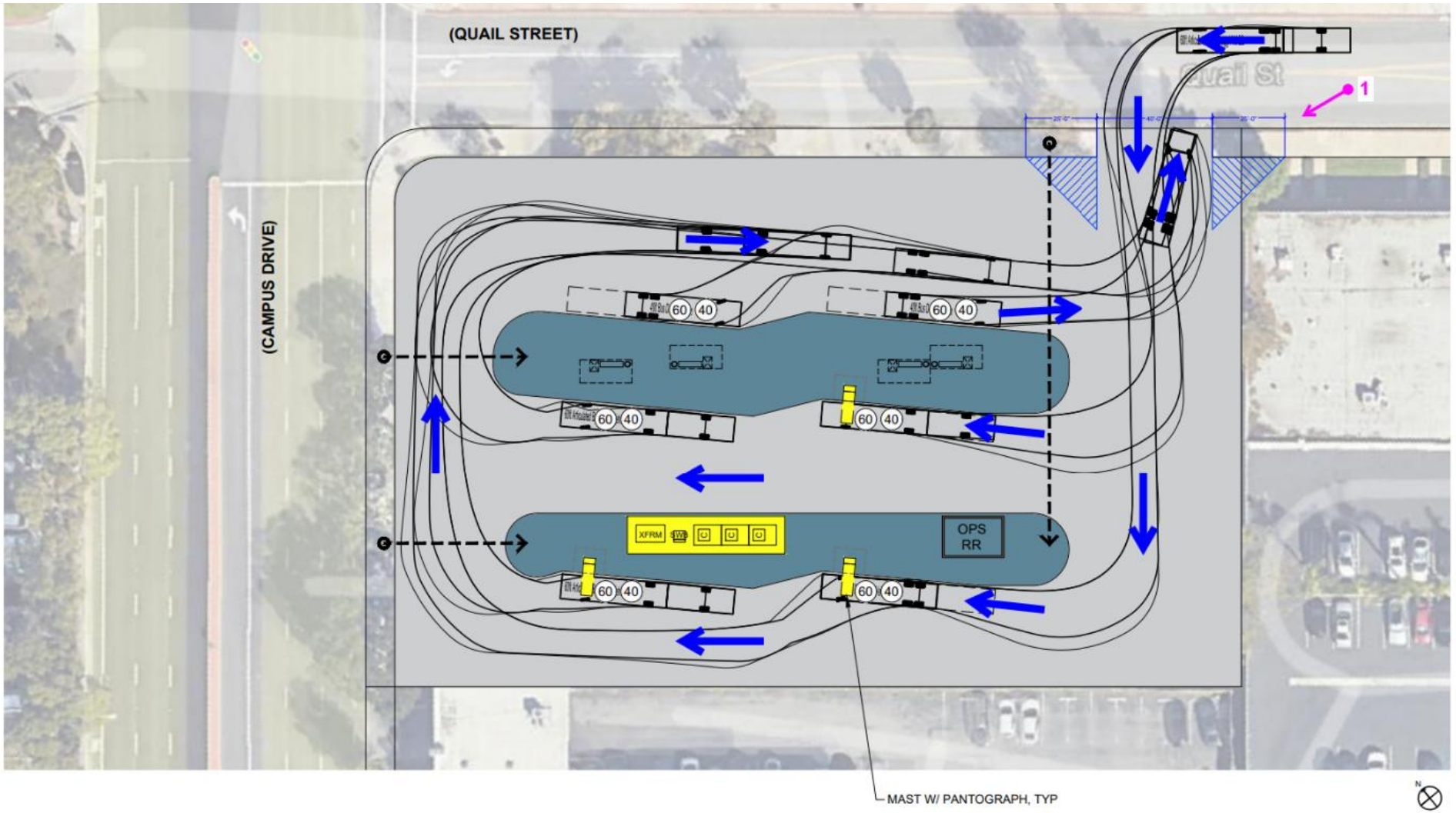








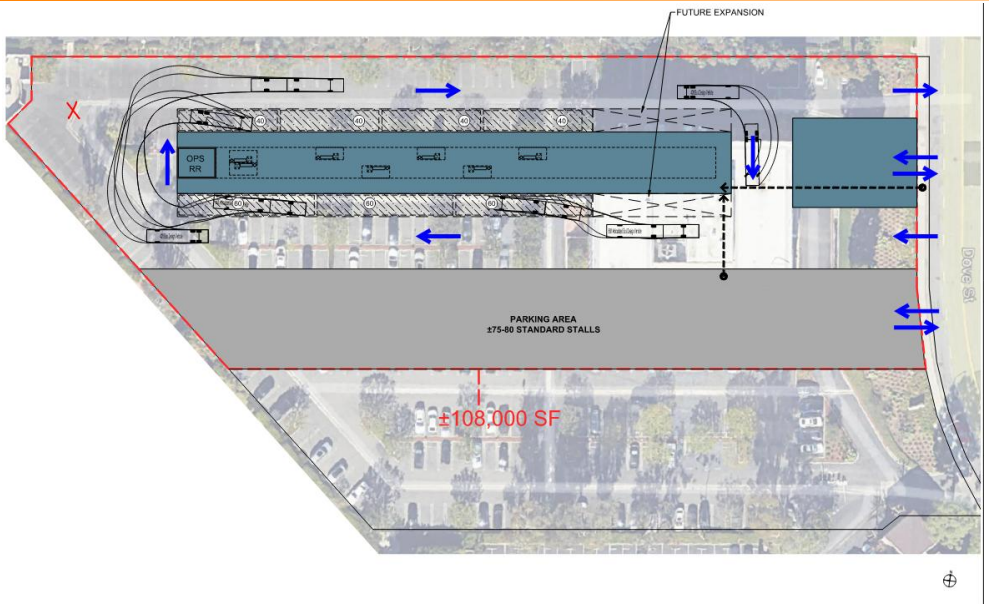
Site A Layout Advanced for Evaluation

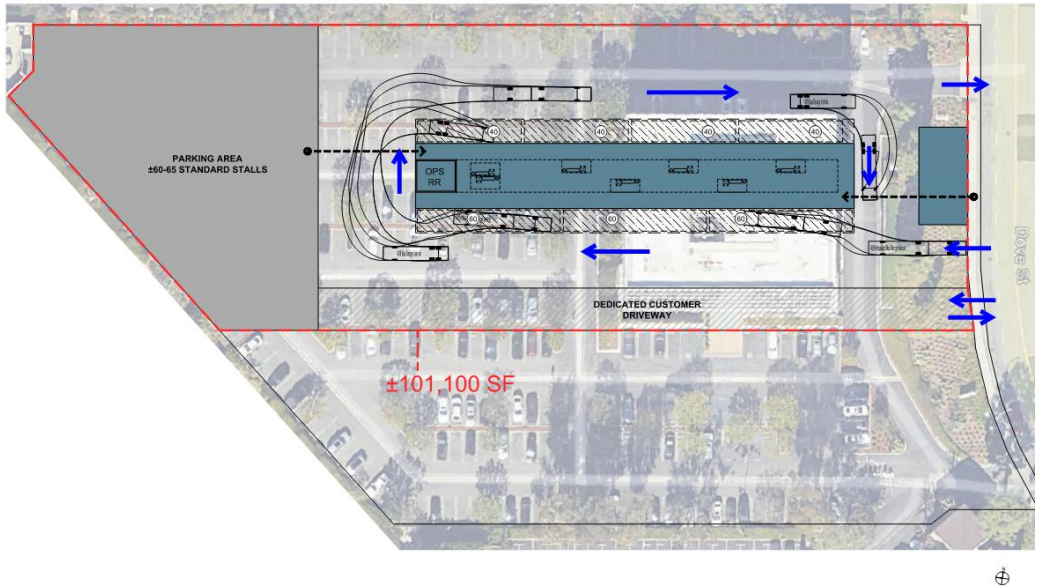


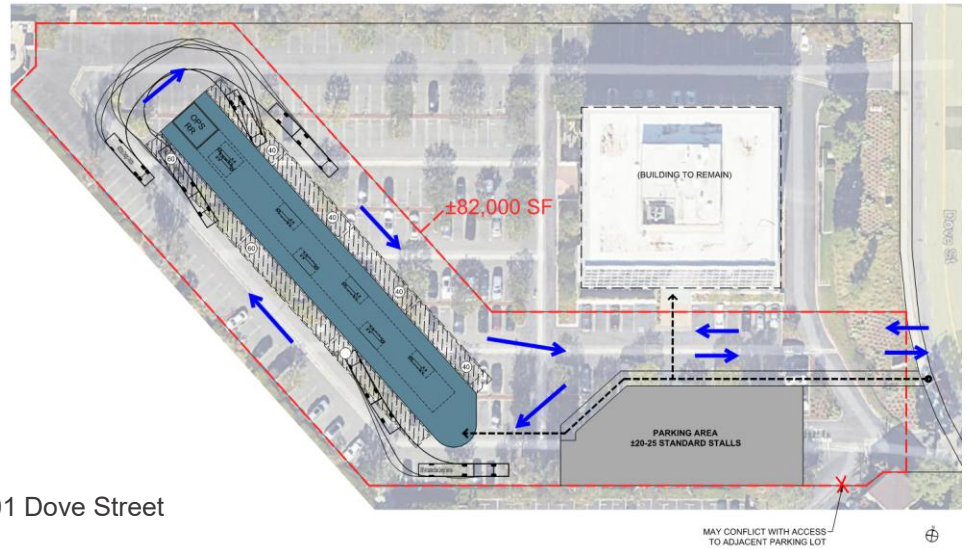
3848 Campus Drive
Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking

Site B Conceptual Station Layouts Evaluated

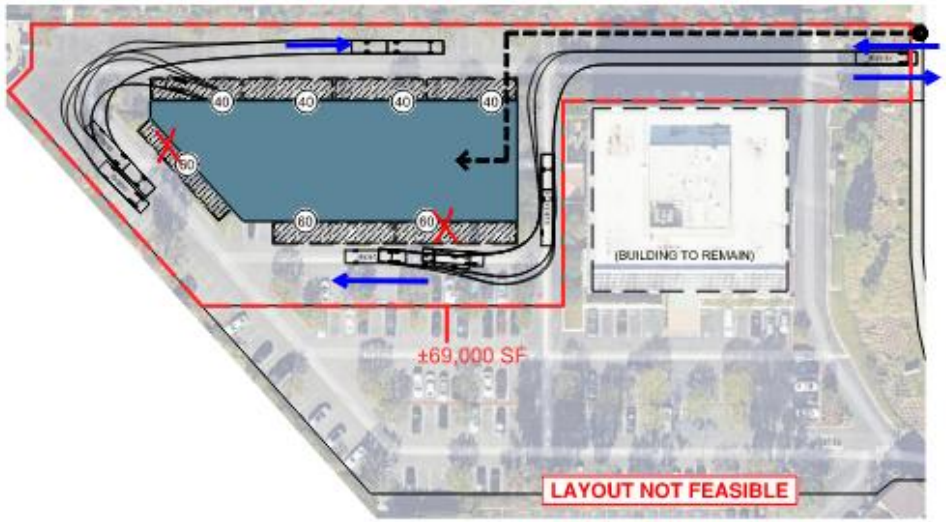


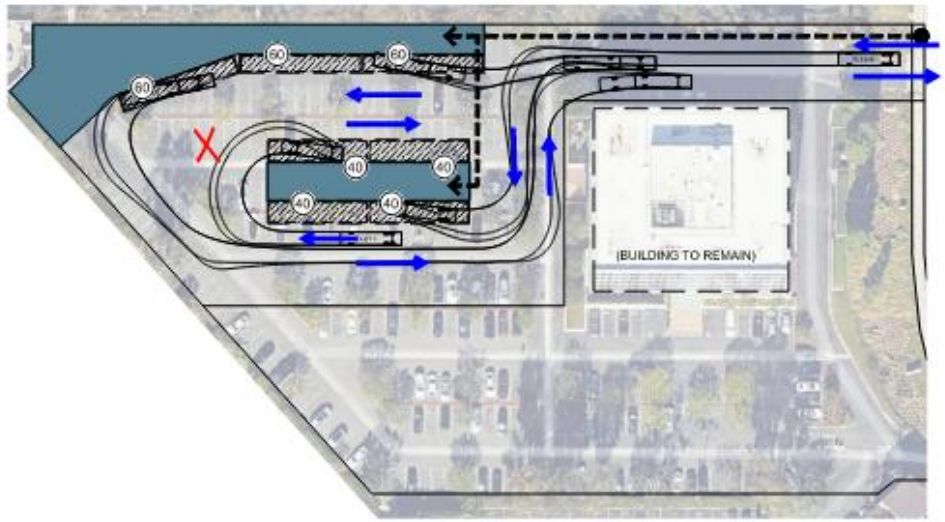


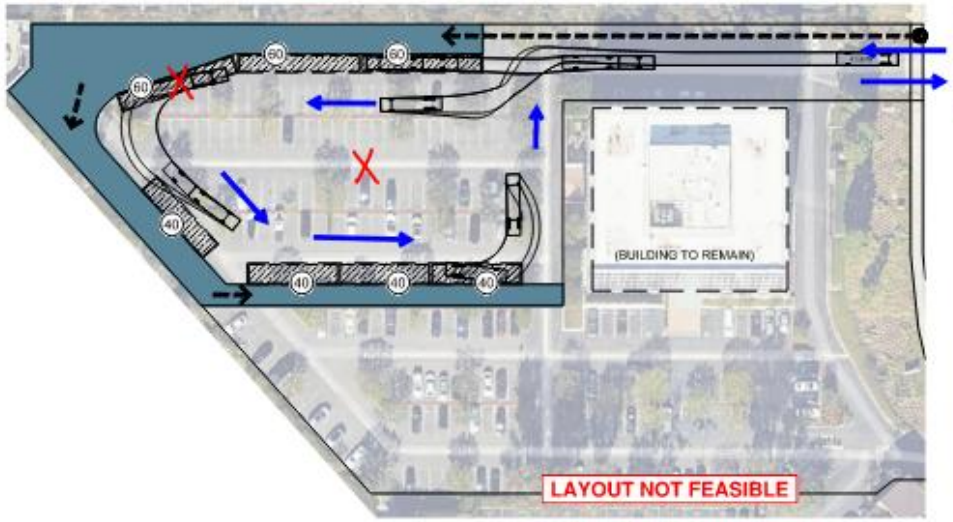


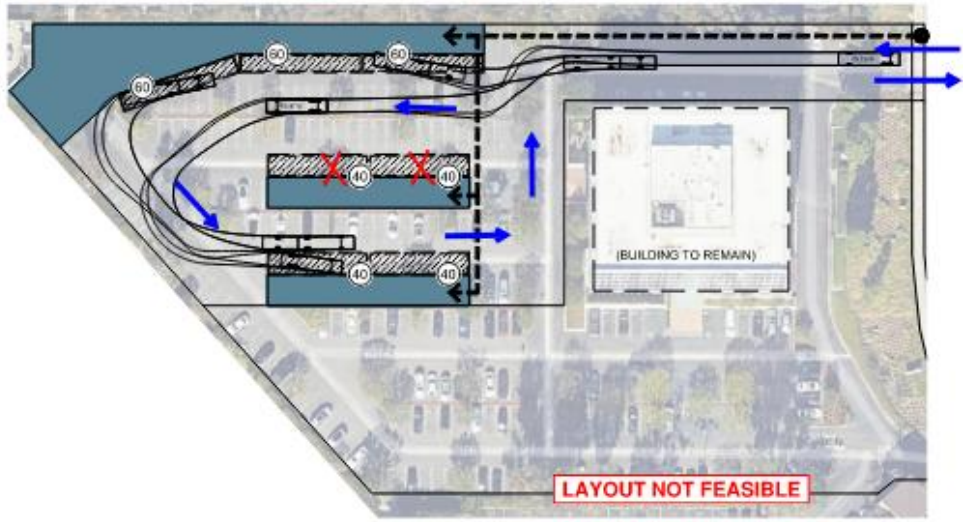
1201 Dove Street

Site B Station Layouts Considered but Not Feasible

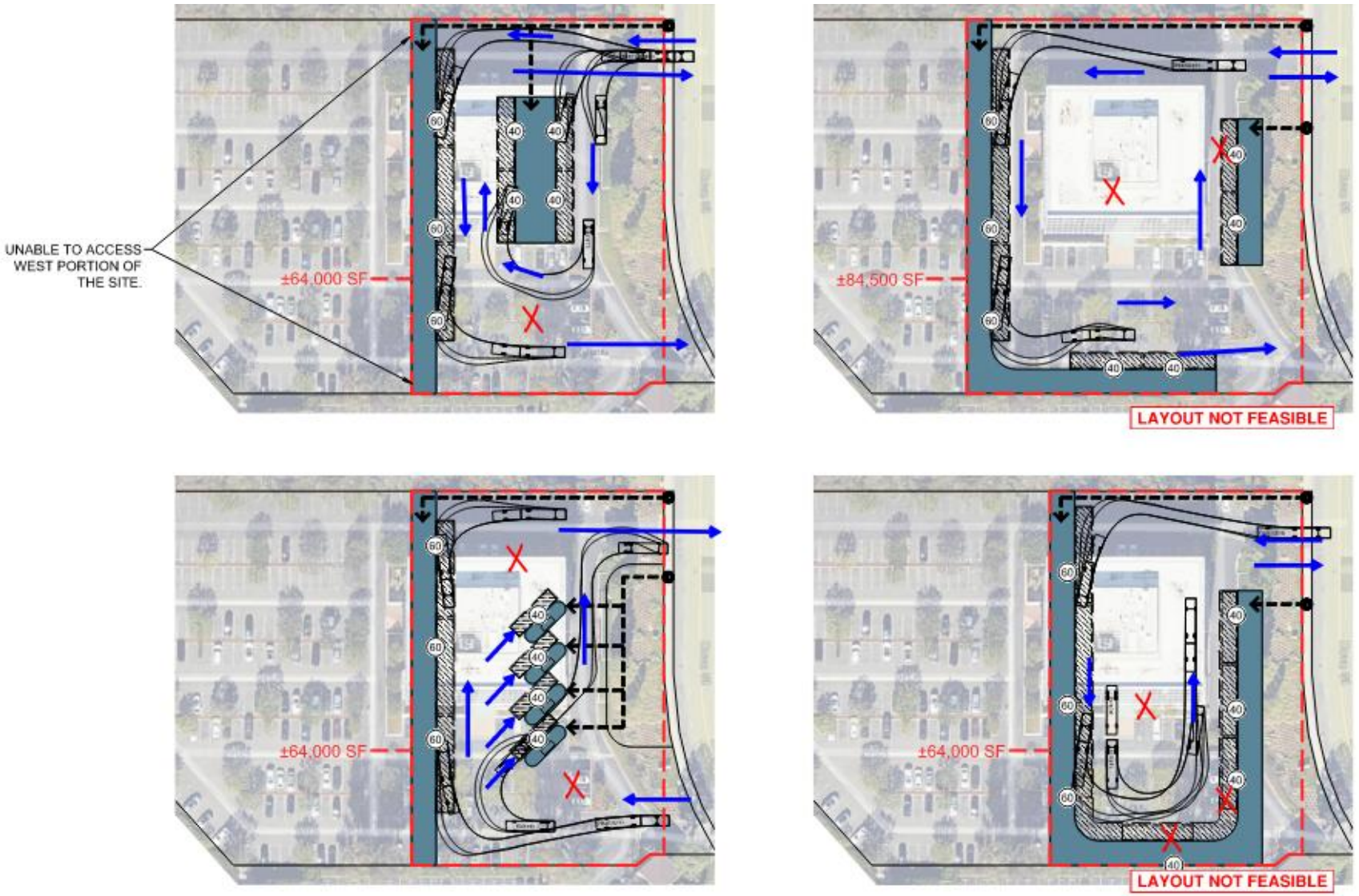




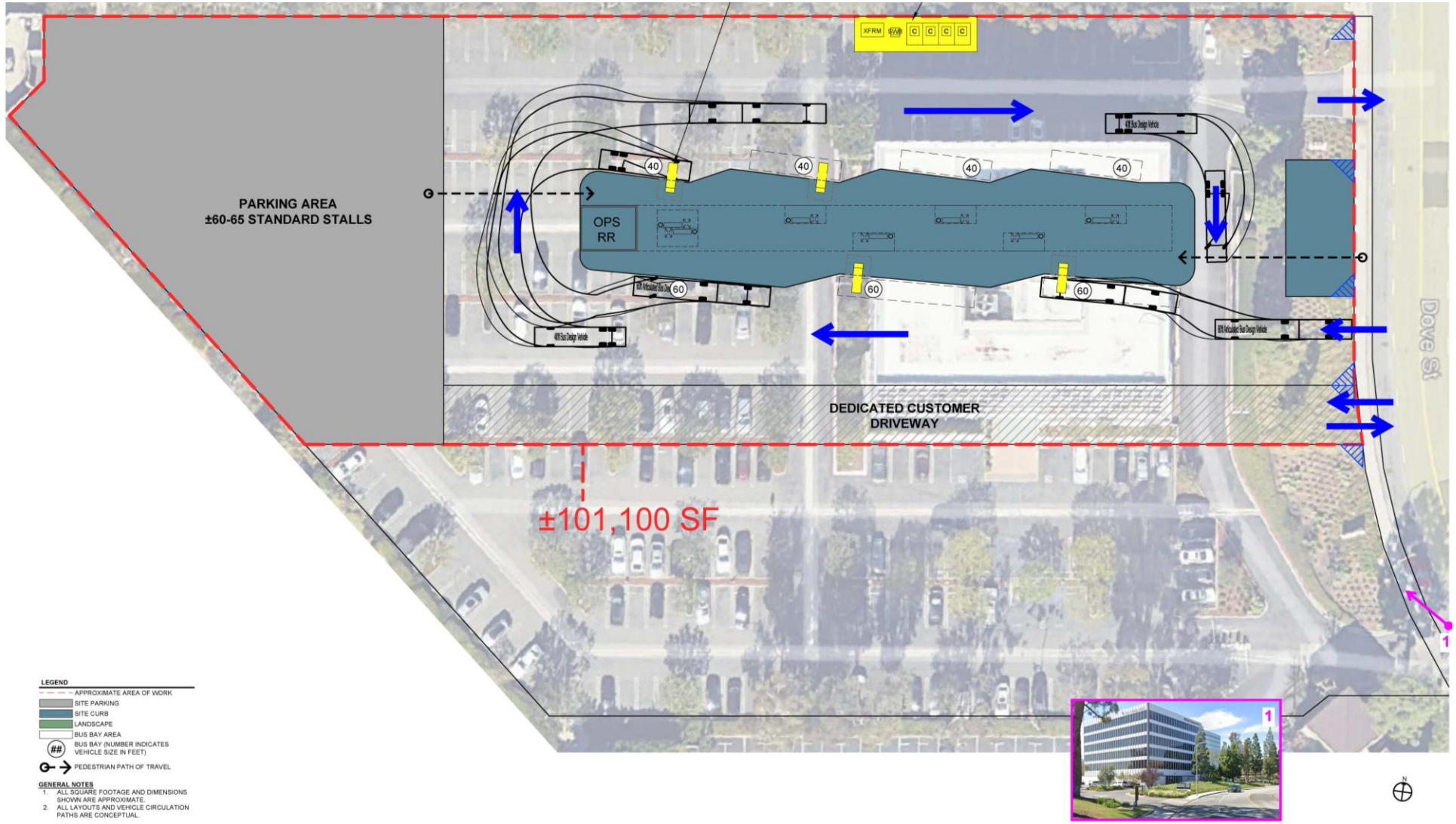




Site B Station Layouts Considered but Not Feasible (Cont.)

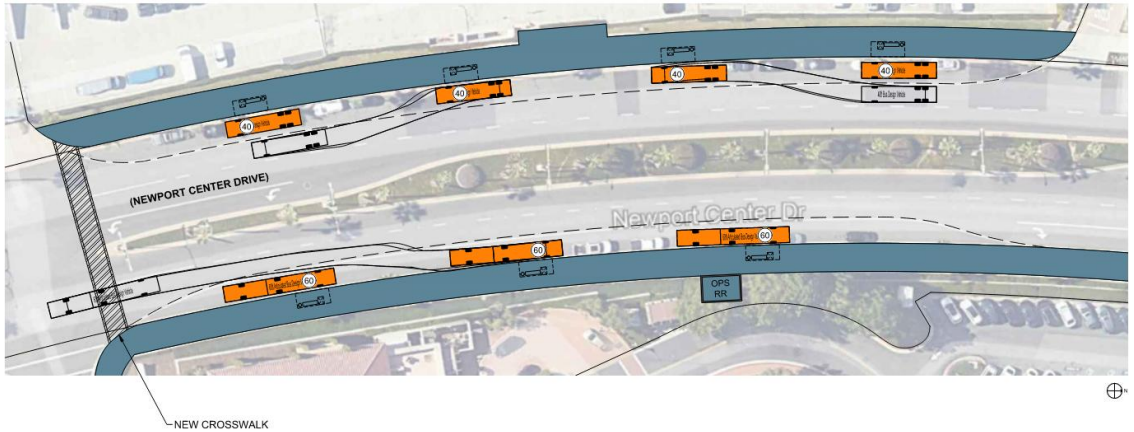


Site B Layout Advanced for Evaluation

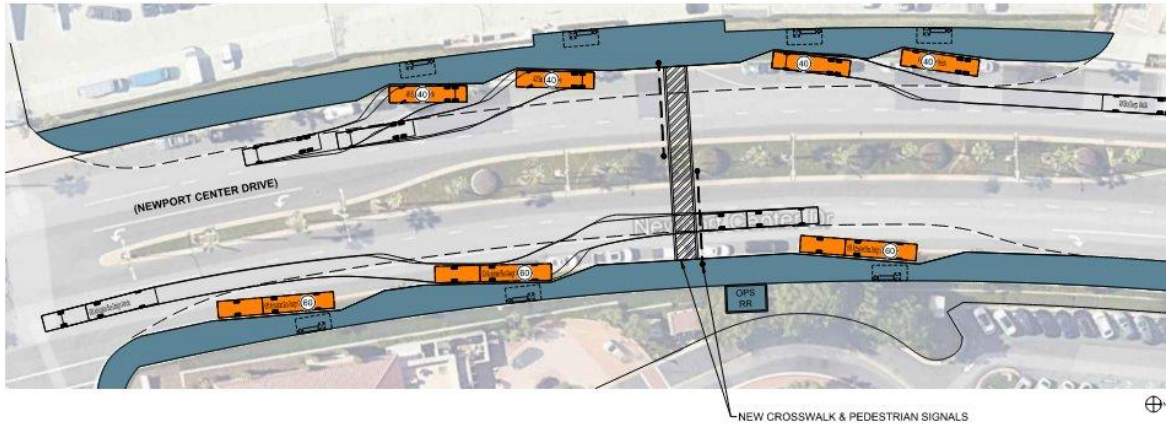


1201 Dove Street

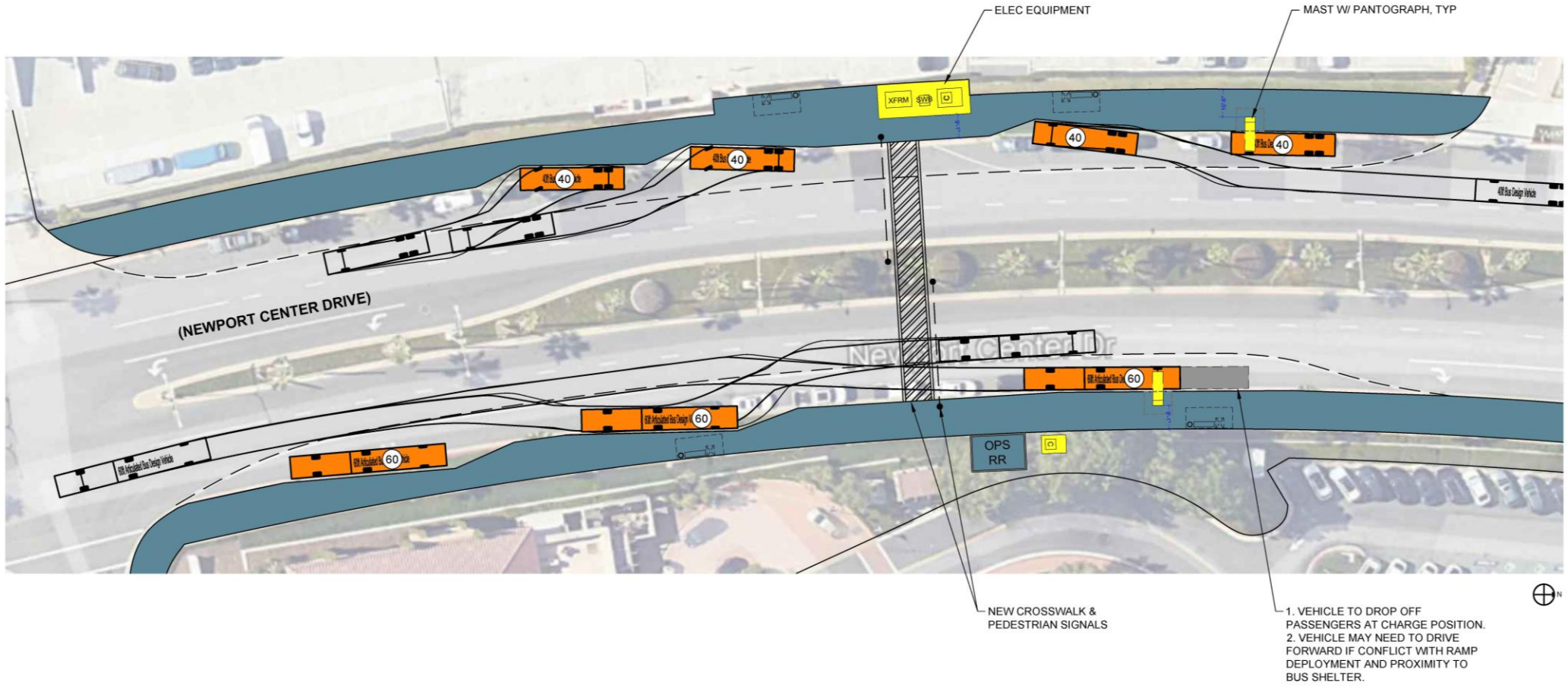
Site C Conceptual Station Layouts Evaluated







Site C Advanced for Evaluation



951 Newport Center Drive
Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking
- Parking and operator restroom use would necessitate agreement with adjacent property owner

Baseline Conditions

- NTC Study Area: encompasses areas along routes serving NTC within the City, including the airport area and all prospective relocation sites
- Fashion Island Area: ridership activity immediately surrounding Fashion Island along Newport Center Drive
- NTC: ridership activity occurring at NTC



Baseline Conditions

Existing Ridership and Transfers

- Approximately 2,300 (2.3 percent) of OCTA's weekday boardings are in the NTC study area
  - Approximately 1,800 boardings are from destinations within study area
  - Approximately 500 boardings are transfer-only riders passing through the study area
- Critical route connections are between Route 57 and Route 1 / Route 57 and 79
  - Route 57 riders transfer to Route 1 to travel to Laguna Beach and other coastal destinations
  - Route 57 riders transfer to Route 79 to travel to UC Irvine

	Route 1	Route 55	Route 57	Route 79	Route 178
Route 1	-	13	**61**	17	-
Route 55	30	-	18	20	-
Route 57	**109**	37	-	**76**	11
Route 79	29	17	**39**	-	-

Weekday Route-to-Route Transfers

UC – University of California

Baseline Conditions: Transfer Activity

Newport Center Drive: 185 Transfers

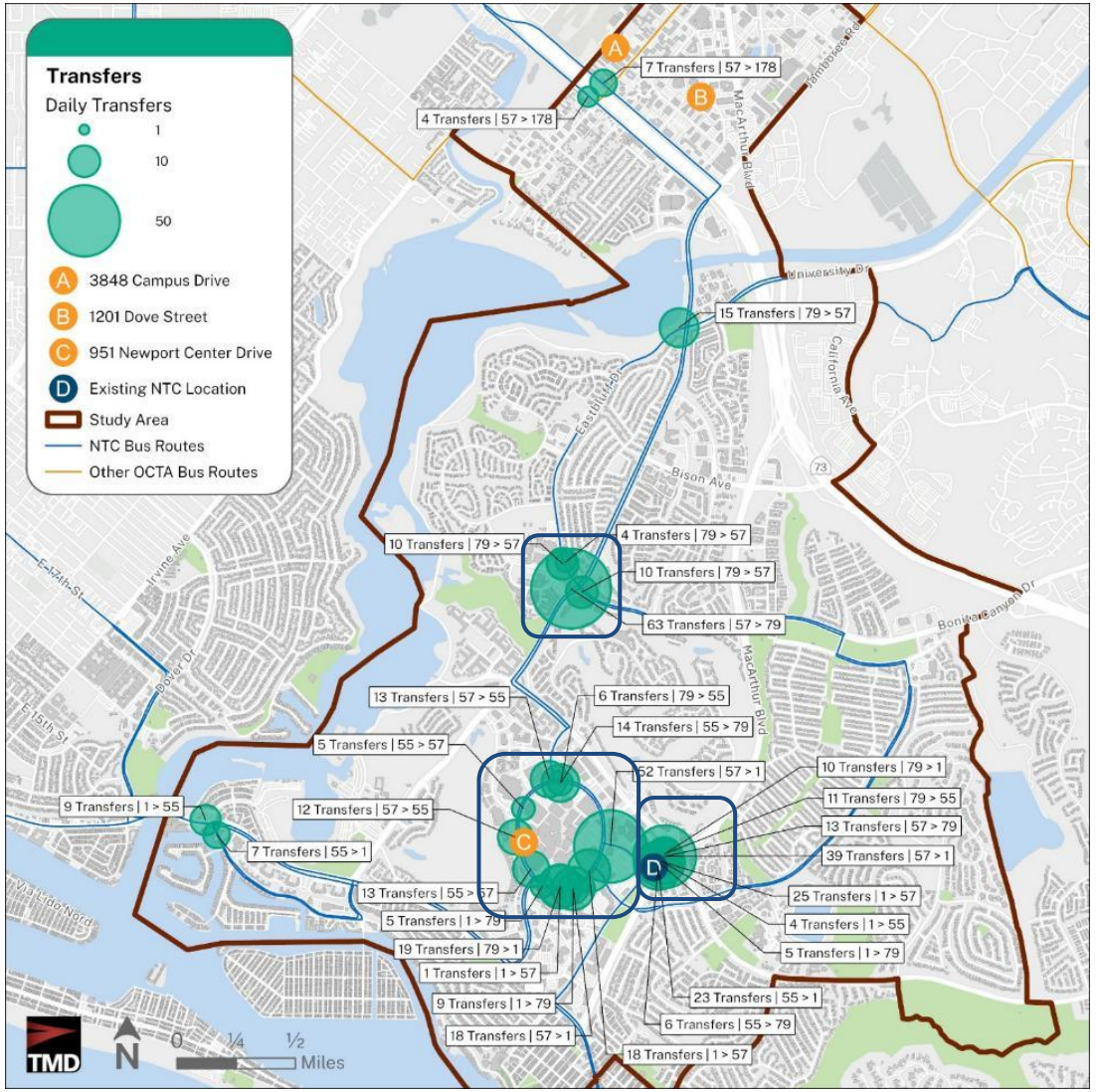
From / To	1	55	57	79
1	-	0	19	14
55	0	-	18	14
57	70	25	-	0
79	19	6	0	-

NTC: 136 Transfers

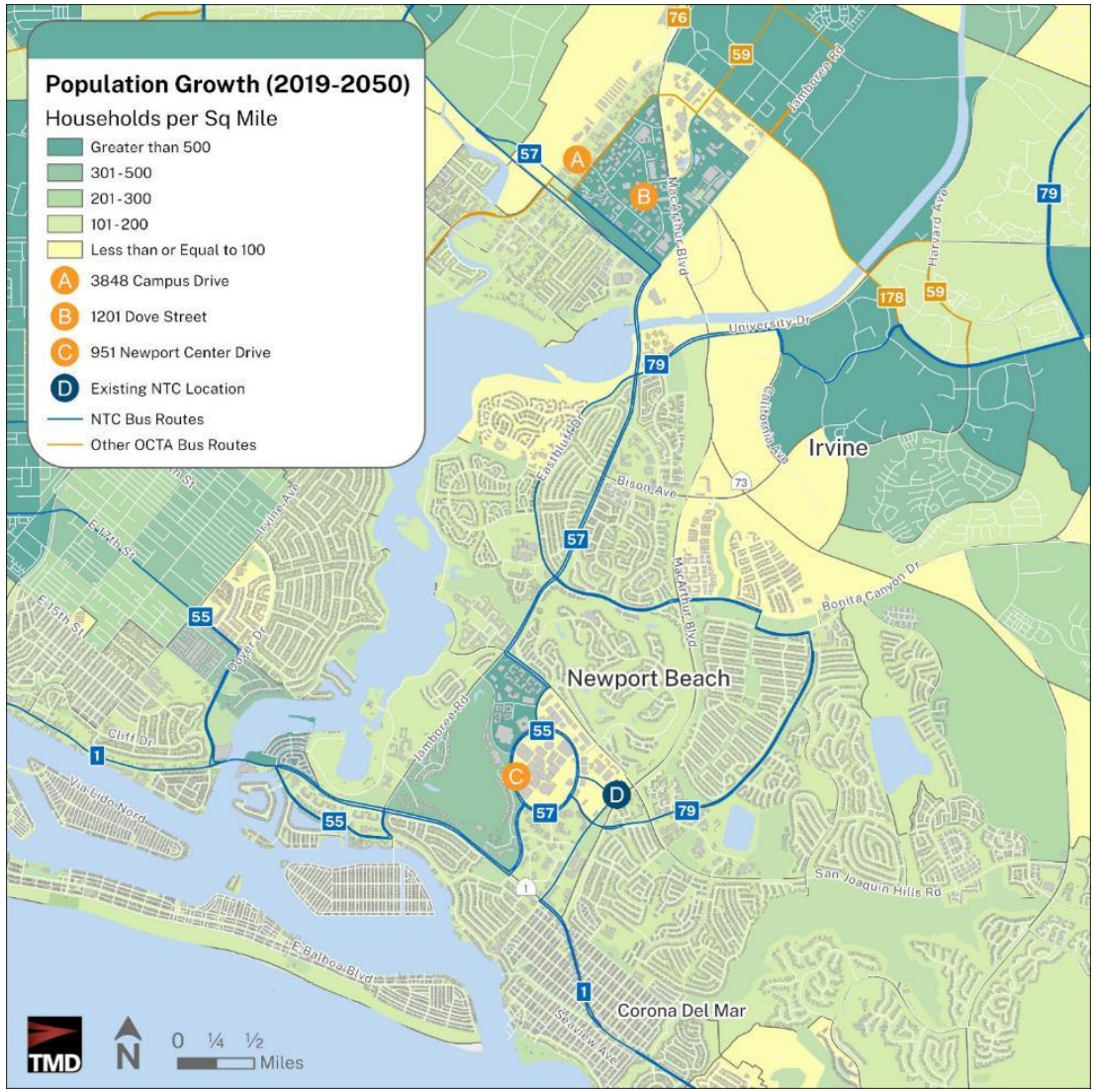
From / To	1	55	57	79
1	-	4	25	5
55	23	-	0	6
57	39	0	-	13
79	10	11	0	-

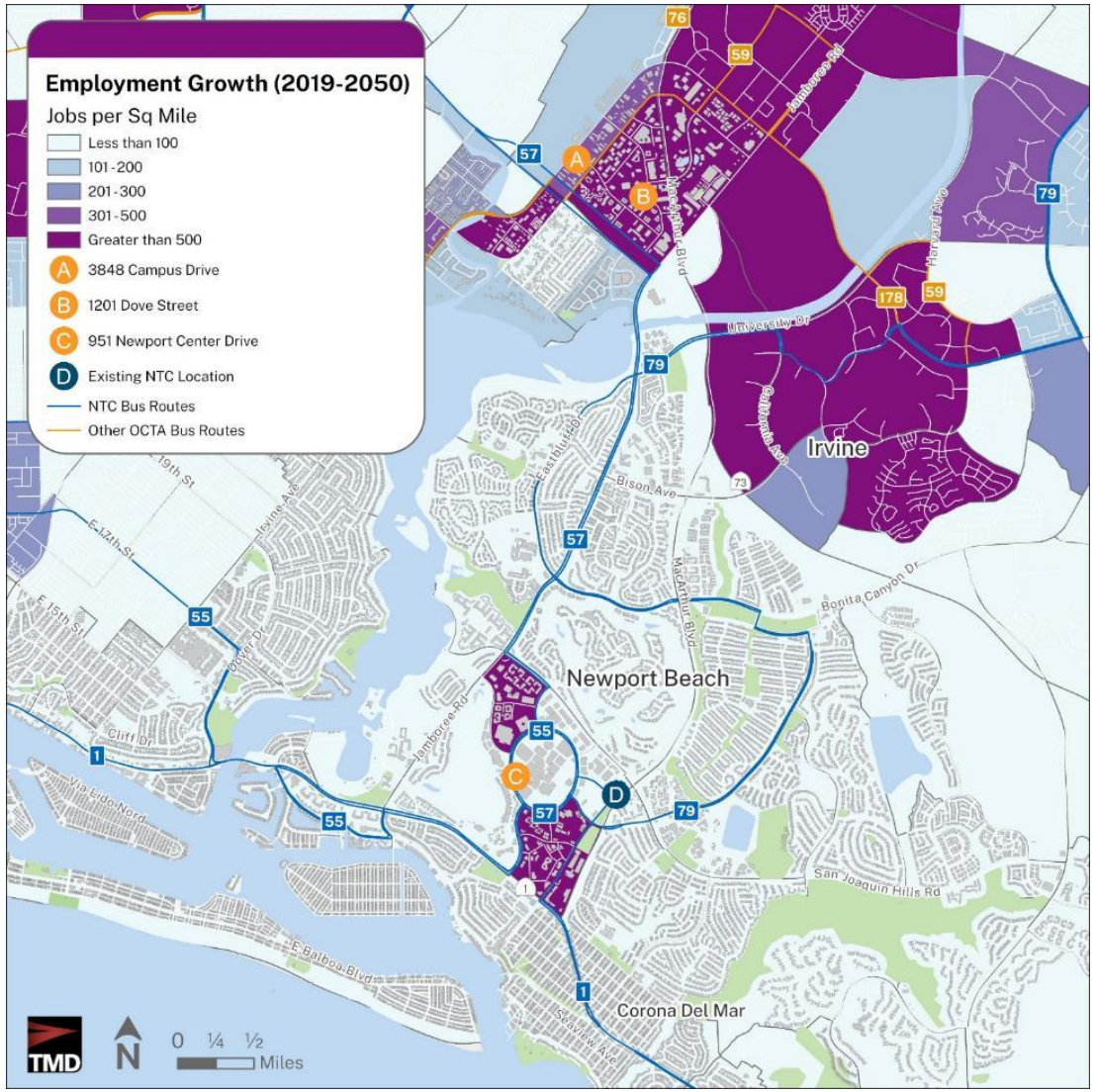
Jamboree Road at Ford Road/Eastbluff Drive: 87

From / To	57	79
57	-	63
79	24	-



Population and Employment Growth





Source: Southern California Association of Governments
Sq - Square

Ridership Growth

- Transit ridership is modeled using the OCTAM travel demand model which incorporates the projected change in household and employment density between 2019 and 2050
- Ridership figures are for the entire route and assume the current routing into the existing NTC

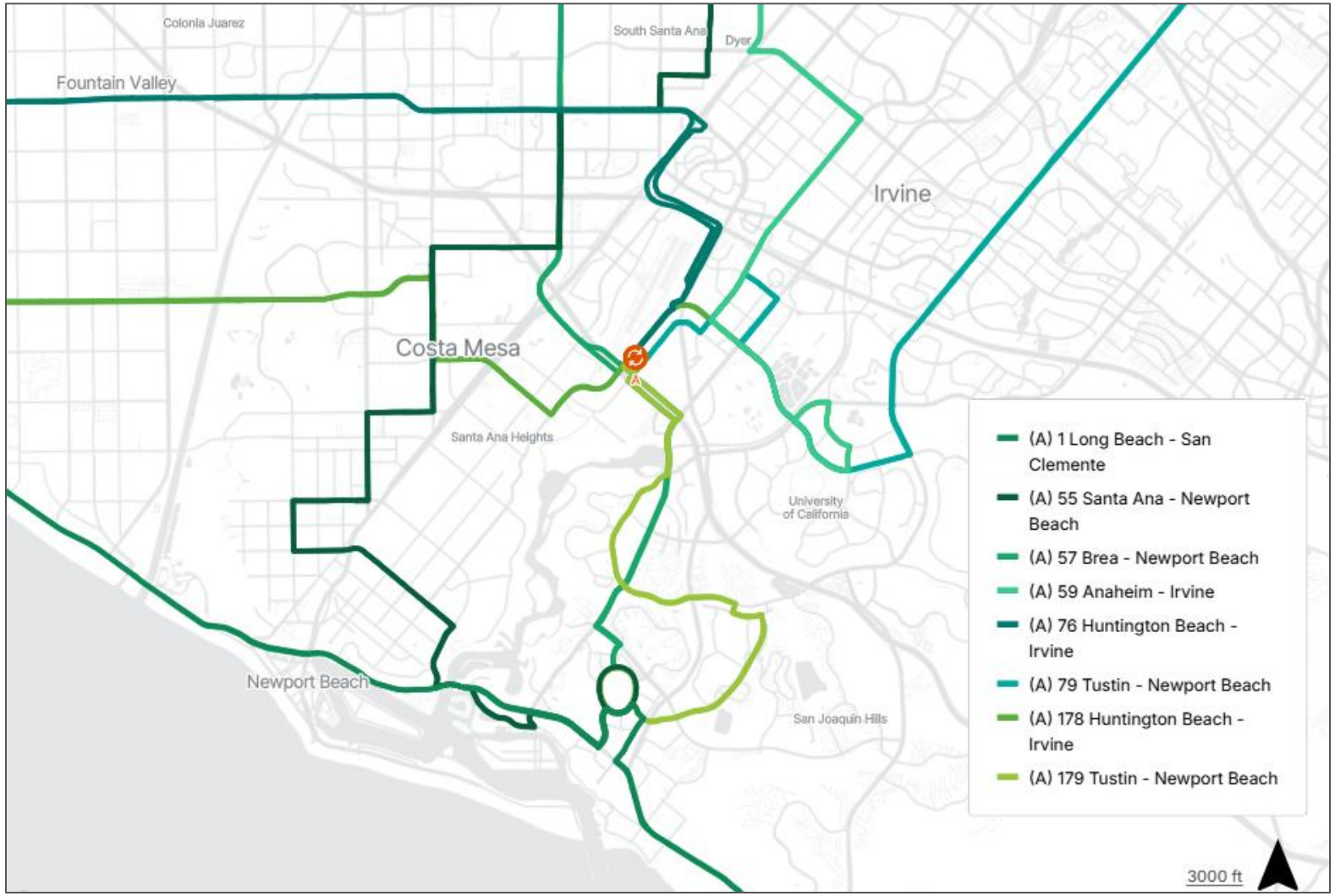
Route	2024 Baseline Weekday Boardings	2050 Modeled Weekday Boardings	Weekday Ridership Change	Percent Change
1	1,200	1,500	300	25%
55	3,900	4,500	600	15%
57*	8,700	8,300	(400)	-5%
79	1,400	1,400	-	0%
Total	15,200	15,700	500	3%

Source: OCTAM Ridership Projection by Route

*2050 forecasts assume certain corridors will have additional rapid/enhanced bus service. This additional service results in ridership shifts that cause the 2050 forecasts for certain routes to be less than 2024. Route 57 was supplemented by a new rapid bus service along State College Boulevard.

OCTAM – Orange County Transportation Analysis Model

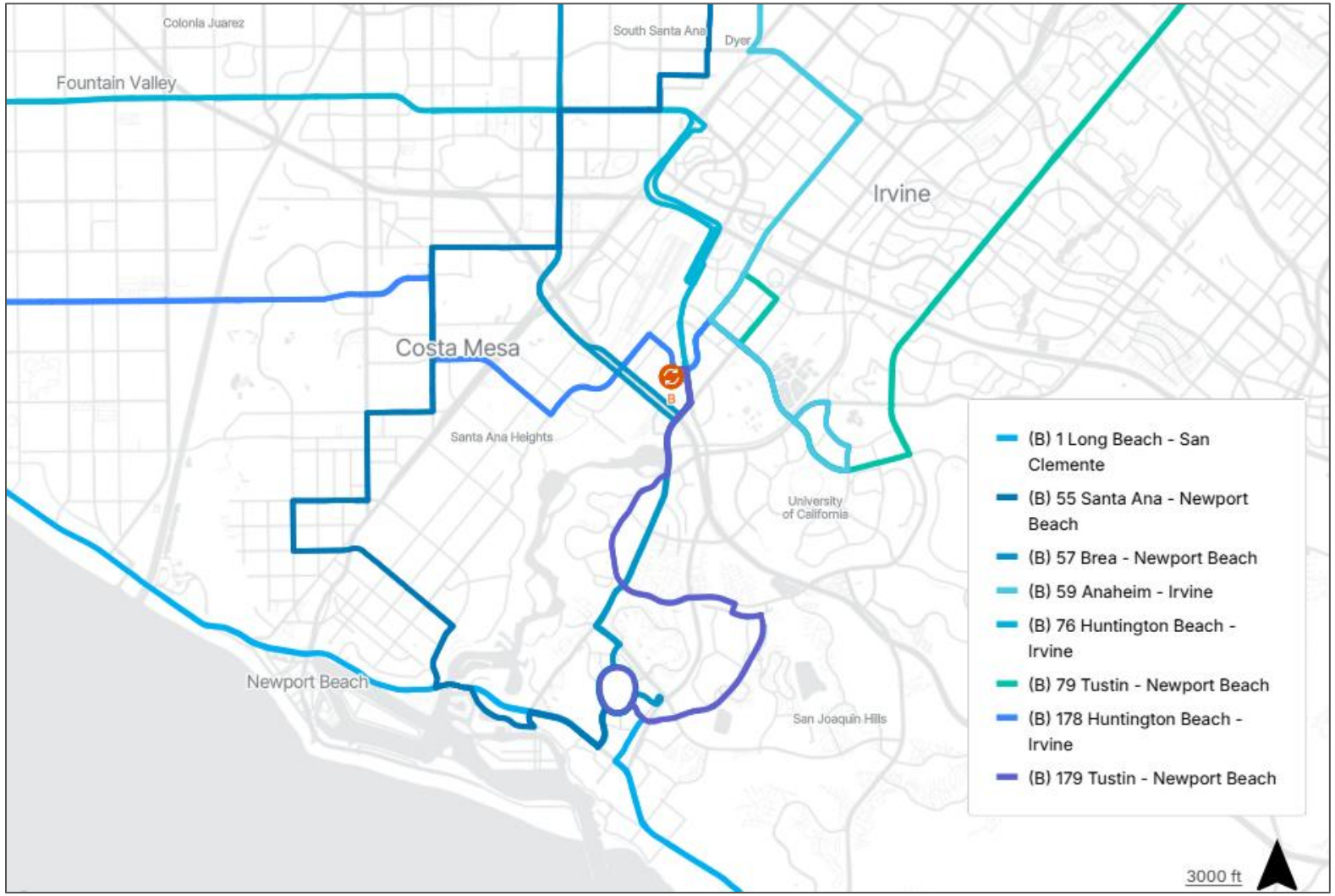
Service Planning Process – Site A



3848 Campus Drive

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island

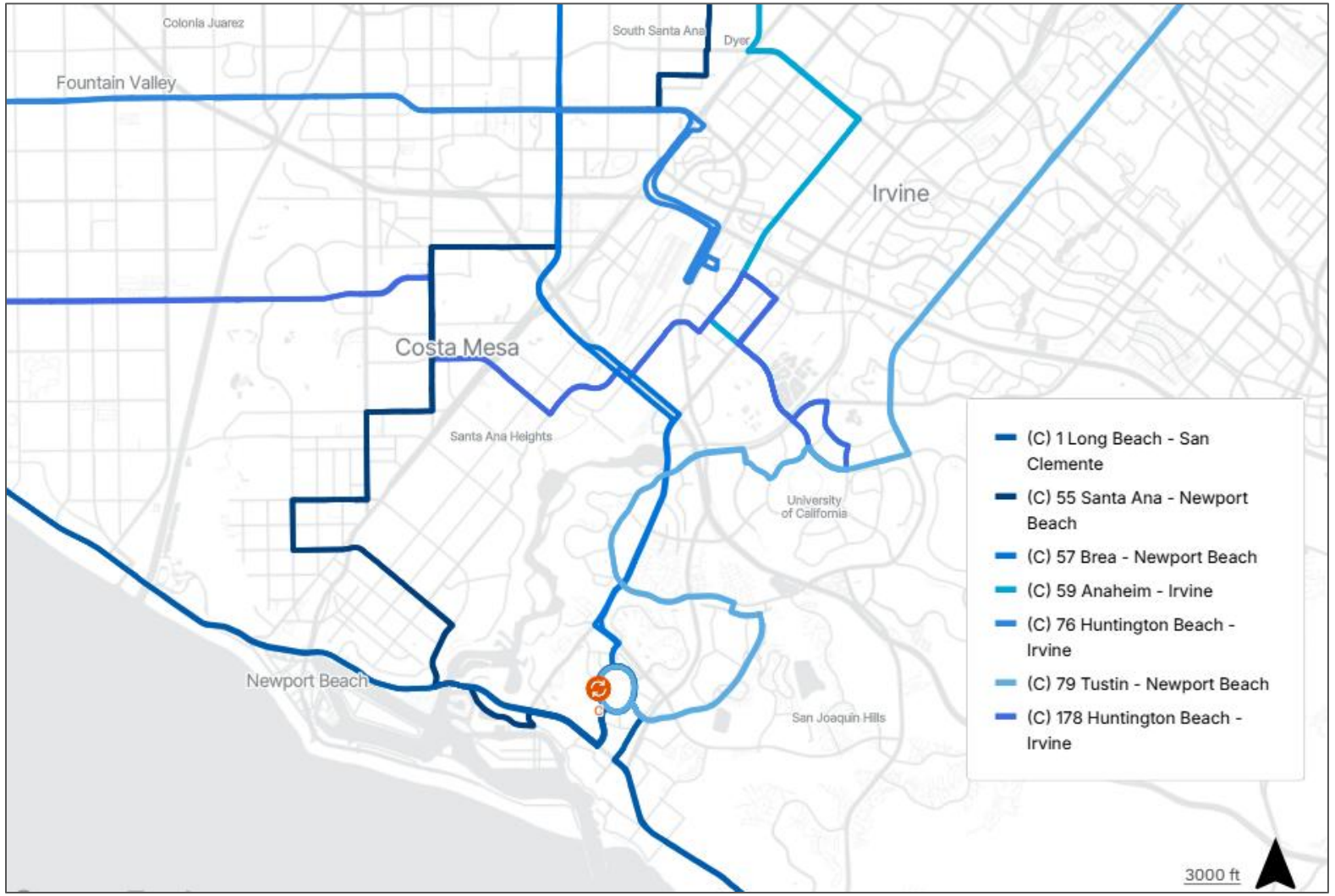
Service Planning Process – Site B



1201 Dove Street

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island

Service Planning Process – Site C



951 Newport Center Drive

- Four routes serve the transit center (1, 55, 57, and 79)

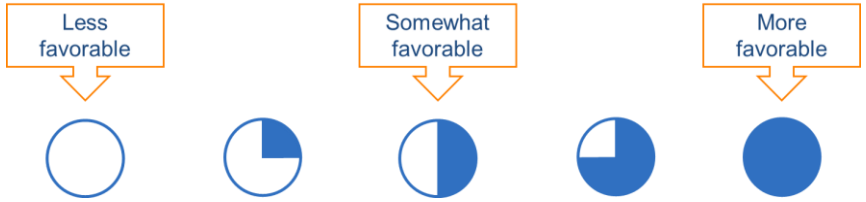
Site Evaluation Criteria Phase

- Each site will be scored on numerous criteria aligned with the objective goals below:
  - Transit center functionality
  - Ridership, network performance, and operational continuity
  - Access, equity, and community connectivity
  - Land use and strategic compatibility
  - Fiscal responsibility and implementation feasibility
  - Legal and regulatory constraints

Site Evaluation Criteria Phase Example

Goal 1: Transit Center Functionality

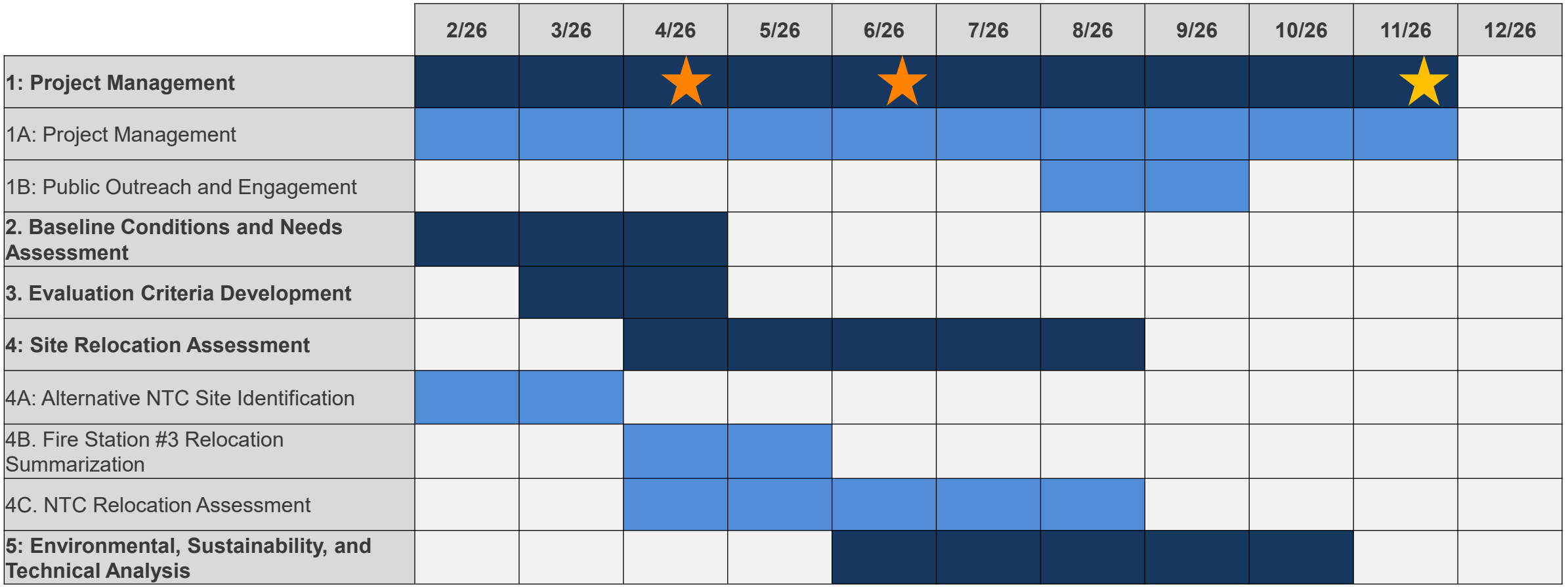
Can the site support safe, efficient, and scalable transit operations?



Illustrative example of scoring of one criterion:

		Site A (3848 Campus Drive)		Site B (1201 Dove Street)		Site C (951 Newport Center Drive)		Site D (Existing NTC)	
Criterion	**Criterion Description**	**Score**	**Score Explanation**	**Score**	**Score Explanation**	**Score**	**Score Explanation**	**Score**	**Score Explanation**
Passenger accommodation	Passenger shelters, benches, trash collection, water fountain, etc	●	Site has adequate space for passenger amenities	●	Site has ample space for passenger amenities	◕	Site is constrained between curb and property line; can fit amenities but does not provide room for expansion	◕	Site currently has ample space for passenger amenities; however, renovations are recommended to improve quality of amenities

Study Timeline



Study Update to Transit Committee

Anticipated Draft Plan

Next Steps

- June 15, 2026, project development team meeting scheduled
- Continue site relocation assessment process
- Refine site layouts and service plan for evaluation