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## **BOARD AGENDA**

Orange County Transportation Authority Board Meeting  
Orange County Transportation Authority Headquarters  
Board Room - Conference Room 07-08  
550 South Main Street  
Orange, California  
**Monday, April 26, 2021 at 9:00 a.m.**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

The 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 of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

### **Public Availability of Agenda Materials**

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

### **Guidance for Public Access to the Board of Directors/Committee Meeting**

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders.



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## **BOARD AGENDA**

### **Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)**

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net).

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.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **90 minutes prior to the start time of the Board and Committee meeting date.**

### **Call to Order**

### **Roll Call**

### **Invocation**

Director Sidhu

### **Pledge of Allegiance**

Vice Chairman Murphy





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## **BOARD AGENDA**

### **Special Calendar**

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

1. **Administration of the Oath of Office to New Orange County Transportation Authority Board of Director**

Oath of Office will be administered to new Board Member Tam Nguyen.

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

2. **Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**  
Joe Gallardo/James G. Beil

##### **Overview**

The Orange County Transportation Authority is implementing the State Route 55 Improvement Project between Interstate 405 and Interstate 5. The project requires acquisition of property rights from public and private properties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach an agreement to purchase required property rights from three of the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the project delivery and construction schedules.

##### **Recommendation**

Adopt Resolution of Necessity Nos. 2021-034, 2021-035, and 2021-036, and authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.



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## **BOARD AGENDA**

### **Orange County Transit District Special Calendar Matters**

#### **3. Public Hearing for the June 2021 Service Change**

Stella Lin/Maggie McJilton

##### **Overview**

Based on Federal Transit Administration Title VI requirements, the draft June 2021 bus service change requires a public hearing. This requirement includes an equity analysis and a public hearing for major bus service changes that are implemented during an emergency and have been in place for 12 months or longer. On February 22, 2021, an outreach program was introduced to gather feedback about the draft June 2021 service change as well as emergency changes to bus service implemented during the coronavirus pandemic. To complete the public participation process, a public hearing date of April 26, 2021 was set.

##### **Recommendation**

Receive and file initial public input on the draft June 2021 bus service change as well as emergency changes to bus service implemented during the coronavirus pandemic.

### **Consent Calendar (Items 4 through 10)**

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**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of April 12, 2021.



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**BOARD AGENDA**

**5. Fiscal Year 2020-21 Second Quarter Budget Status Report**  
Anthony Baruch/Andrew Oftelie

**Overview**

The Orange County Transportation Authority's staff has implemented the fiscal year 2020-21 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the second quarter of fiscal year 2020-21.

**Recommendation**

Receive and file as an information item.

**6. Agreement for Customer Information Center Services**  
Ryan Maloney/Maggie McJilton

**Overview**

On December 14, 2020, the Board of Directors approved the release of a request for proposals for the operation of the Customer Information Center. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

**Recommendations**

- A. Approve the selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year option terms.



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## **BOARD AGENDA**

### **7. State Legislative Status Report**

Alexis Leicht/Lance M. Larson

#### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new pilot program for a road usage charge to evaluate actual revenue collection. An update is provided on legislation the Orange County Transportation Authority has supported regarding interoperability of toll operators. Staff has continued to monitor the progress of the High-Speed Rail Project in California and an overview is given regarding its Revised 2020 Business Plan. Finally, an overview is provided on the California Air Resources Board draft regulation to transition all locomotives in California to zero emission.

#### **Recommendation**

Adopt a SUPPORT position on SB 339 (Wiener, D-San Francisco), which would extend the operation of the Road User Charge Technical Advisory Committee and create a pilot program to test the collection of revenue for a road charge program.

### **8. Federal Legislative Status Report**

Dustin J. Sifford/Lance M. Larson

#### **Overview**

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An overview of the President's infrastructure plan is provided, as is an update on efforts in Congress to potentially bring back funding earmarks for specific projects. In addition, several transportation-related hearings are summarized on various policy issues to give a high-level overview of the policy environment in the early days of the new Administration and the 117th Congress.

#### **Recommendation**

Receive and file as an information item.



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**BOARD AGENDA**

## **Orange County Transit District Consent Calendar Matters**

- 9. Sole Source Agreement for Transmission Dynamometer Upgrade**  
Dayle Withers/Jennifer L. Bergener

### **Overview**

The Orange County Transportation Authority utilizes a fleet of 498 compressed natural gas-powered 40-foot and 60-foot buses equipped with Allison transmissions. These units require a periodic rebuild performed by the Maintenance Department. A transmission dynamometer is used to test these transmissions after rebuilding to ensure they are operating within the manufacturer's specifications. The current dynamometer was last updated over ten years ago and lacks the technology to test the newer transmissions in the fleet. Staff is requesting Board of Directors' approval to initiate a sole source agreement to upgrade the current transmission dynamometer.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute sole source Purchase Order No. A46961 between the Orange County Transportation Authority and Power Test, Inc., in the amount of \$68,540, for the upgrade of the current transmission dynamometer control panel.

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

- 10. Amendment to Agreement for Public Outreach Services for the OC Streetcar Project**  
Christina Byrne/Maggie McJilton

### **Overview**

On April 24, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with Katz & Associates, Inc., to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project for a four-year initial term with one, one-year option term. Board of Directors' approval is requested to exercise the option term effective June 1, 2021 through May 31, 2022.



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**BOARD AGENDA****10. (Continued)****Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz & Associates, Inc., to exercise the one-year option term for continued public outreach services in the amount of \$465,634. This will increase the maximum obligation of the agreement to a total contract value of \$1,790,102.

**Regular Calendar****Orange County Transportation Authority Regular Calendar Matters****11. Fiscal Year 2020-21 Proposed Comprehensive Business Plan**

Victor Velasquez/Andrew Oftelie

**Overview**

The Orange County Transportation Authority's Comprehensive Business Plan is a strategic business tool utilized to ensure the financial viability of Orange County Transportation Authority programs and services. The plan assists the Orange County Transportation Authority in implementing its strategic goals and objectives within the framework of sound business practices and demonstrates the financial feasibility of all programs and services over a 20-year horizon.

**Recommendation**

Approve the Fiscal Year 2020-21 Proposed Comprehensive Business Plan.



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**BOARD AGENDA**

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

### **12. Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5**

Calina North/Maggie McJilton

#### **Overview**

On April 27, 2020, the Board of Directors approved the release of a request for proposals for public outreach consulting services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

#### **Recommendations**

- A. Approve the selection of Costin Public Outreach Group, as the firm to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990 for a five-year initial term, effective through September 30, 2025, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.



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**BOARD AGENDA**

**13. OC Streetcar Project Quarterly Update**  
Ross Lew/James G. Beil

**Overview**

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from January 2021 through March 2021.

**Recommendation**

Receive and file as an information item.

**14. Interstate 405 Improvement Project Update**  
Jeff Mills/James G. Beil

**Overview**

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

**Recommendation**

Receive and file as an information item.

**Discussion Items**

- 15. Public Comments**
- 16. Chief Executive Officer's Report**
- 17. Directors' Reports**
- 18. Closed Session**

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Craig Everhart v. Orange County Transportation Authority, OCSC Case No. 30-2020-01145813.





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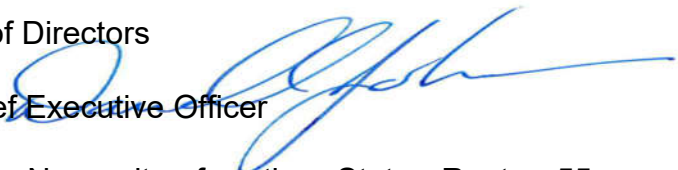
**BOARD AGENDA****19. Adjournment**

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, May 10, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.



***April 26, 2021***

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

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

**Subject:** Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

***Overview***

The Orange County Transportation Authority is implementing the State Route 55 Improvement Project between Interstate 405 and Interstate 5. The project requires acquisition of property rights from public and private parties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach an agreement to purchase required property rights from three of the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the project delivery and construction schedules.

***Recommendation***

Adopt Resolution of Necessity Nos. 2021-034, 2021-035, and 2021-036, and authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

***Background***

The acquisition of public and private properties is often required to implement transportation projects, even though extensive efforts are made during the planning and design process to avoid or minimize the impacts to public and private properties. Cooperative Agreement Nos. C-7-1753 and C-7-1936 between the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) were approved by the Board of Directors (Board) on June 12, 2017 and September 11, 2017, respectively.

These documents defined the roles and responsibilities of OCTA and Caltrans for final design and right-of-way (ROW) acquisition for the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project). Pursuant to the cooperative agreements, OCTA is the lead implementing agency for final design and ROW acquisition for the Project. The environmental document and project report were approved by Caltrans on August 31, 2017 and September 11, 2017, respectively.

### ***Discussion***

Construction of the Project will impact 33 properties between I-405 and I-5, including three multi-residential properties, 20 commercial/industrial properties, one hotel, three vacant properties, five public properties, and one railroad property. There are 31 properties identified as partial acquisitions and two properties identified as full acquisitions. The Project may require the displacement of tenants/occupants from a multi-residential complex and may cause the displacement of several businesses. Displacees will be provided relocation assistance in accordance with OCTA and Caltrans' policies and procedures. The real property requirements for the Project include the acquisition of the two full fee interests, partial fee interests (FEE), permanent highway easements (PHE), permanent footing easements (PFE), permanent utility easements (PUE), tie-back easements, temporary construction easements (TCE), and access control rights needed to construct the proposed highway and high-occupancy vehicle lane improvements. The partial FEEs, PHEs, PFEs, PUEs, and TCEs are required for roadway construction, soundwalls, retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, and storm drain systems.

Resolution No. 2021-034 pertains to the acquisition of one partial FEE, two PUEs, and four TCEs over a portion of the property owned by Public Storage, Inc., a California corporation. The acquisition of the subject FEE and PUEs is needed to accommodate the realignment of Cowan Street and utility relocation because of the widening of SR-55. The acquisition of the subject TCEs is needed to provide sufficient work area to construct the roadway improvements.

Resolution No. 2021-035 pertains to the acquisition of one partial FEE and two TCEs over a portion of the property owned by Encore Cowan LLC, a California limited liability company. The acquisition of the subject FEE is needed to accommodate the realignment of the northbound off-ramp at MacArthur Boulevard. The acquisition of the subject TCEs is needed to provide sufficient work area to construct the freeway improvements and Cowan Street modifications.

Resolution No. 2021-036 pertains to the acquisition of three partial FEE, one PUE, and three TCEs over a portion of the property owned by Ronald P. Beard, Trustee of the Ronald P. Beard Trust, dated February 23, 1984. The acquisition of the subject FEEs and the PUE is needed to accommodate the realignment of the northbound on-ramp at Dyer Road and the widening of Dyer Road. The acquisition of the subject TCEs is needed to provide sufficient work area to construct the freeway improvements and street widening.

The property owners have been given substantially more time than the 30 days required by the Federal Highway Administration to consider OCTA's written purchase offer and have been contacted multiple times as described in Attachment A. These contacts include OCTA staff requesting a meeting with the property owners to conduct an OCTA policies and procedures first level review to describe the Project design and the need for the property.

OCTA must secure possession of the interests in the subject properties by July 2021 to meet Project schedule deadlines. Delay in acquiring the interests in these properties will cause Project delays. Proceeding with these resolutions of necessity (RONs) will ensure that Project schedules are maintained.

The "List of Property Owners" and "Photo Aerial Exhibits," attachments B and C respectively, provide information on property ownerships and locations.

Acquisition of the subject property interests is being conducted in accordance with OCTA's Real Property Policies and Procedures and Caltrans guidelines. The required property interests were identified, engineered, and appraised by OCTA. The full appraised amount for each respective property interest was offered to the property owner under the requirements of Governmental Code Section 7267.2.

To proceed with the acquisition of the properties required for the Project and to comply with state and federal laws for ROW acquisition, the Board is requested to adopt the RONs for the subject properties. This action will allow OCTA to commence eminent domain proceedings to acquire the interests in real property needed for the Project.

The following resolutions are recommended:

- Resolution No. 2021-034 Public Storage, Inc., a California corporation – Action is recommended for an acquisition of one partial FEE, two PUEs, and four TCEs over a portion of the property to accommodate the realignment of Cowan Street and utility relocation because of the widening of SR-55 and provide sufficient work area to construct the roadway improvements.

- Resolution No. 2021-035 Encore Cowan LLC, a California limited liability company – Action is recommended for an acquisition of one partial FEE and two TCEs over a portion of the property to accommodate the realignment of the northbound off-ramp at MacArthur Boulevard and provide sufficient work area to construct the freeway improvements and Cowan Street modifications.
- Resolution No. 2021-036 Ronald P. Beard, Trustee of the Ronald P. Beard Trust, dated February 23, 1984 – Action is recommended for an acquisition of three partial FEEs, one PUE, and three TCEs over a portion of the property to accommodate the realignment of the northbound on-ramp at Dyer Road and the widening of Dyer Road, and to provide sufficient work area to construct the freeway improvements and street widening.

Eminent domain proceedings commence with action by the Board to adopt a RON in accordance with the California Code of Civil Procedure Section 1245.240, which requires an affirmative vote of two-thirds of the Board. The Board is requested to determine whether the following criteria have been met:

1. The public interest and necessity require the Project;
2. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property interest(s) sought to be acquired is necessary for the Project; and
4. The offer required by Governmental Code Section 7267.2 has been made to the owner or owners of record.

Any property owner and/or its designated representative affected by a RON may request an appearance to speak to the Board when the RON is considered on matters of Project design and the impact to the subject property. The issue regarding compensation for the value of the property affected by the RON should not be discussed. In the event the Board approves the RONs (attachments D-F), OCTA's General Counsel will proceed with litigation in order to obtain possession and ultimate use of the property interests. Staff will continue negotiations with the property owners throughout the eminent domain process with the objective of reaching an agreement on the acquisition without the necessity of trial.

***Summary***

The acquisition of specified real property interests is required for the construction of the Project. Statutory offers have been made to the property owners and negotiations are ongoing. Adopting these RONS and commencing eminent domain proceedings are requested to maintain the Project delivery schedule.

***Attachments***

- A. Correspondence/Contact Summary with Property Owners
- B. List of Property Owners, State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Board of Directors Exhibit Matrix
- C. Photo Aerial Exhibits
- D. Resolution No. 2021-034
- E. Resolution No. 2021-035
- F. Resolution No. 2021-036

**Prepared by:**



Joe Gallardo  
Manager, Real Property  
(714) 560-5546

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646

# **Correspondence/ Contact Summary with Property Owners**

**Correspondence/Contact Summary  
Resolution No. 2021-034**

**Public Storage, Inc., a California corporation  
(CPN 103697)**

<b>Date</b>	<b>Reason for Contact</b>
July 22, 2019	OCTA sent Notice of Decision to Appraise to property owner
January 22, 2021	OCTA's right-of-way (ROW) agent contacted property owner informing them that the offer package will be sent to them via certified and via email in a few days.
January 25, 2021	OCTA's ROW agent sent offer package to the property owner representative via regular and certified mail.
January 26, 2021	OCTA's ROW agent sent offer package by electronic mail to the property owner, as requested. Owner confirmed receipt of offer package.
February 1, 2021	E-mail correspondence between OCTA's ROW agent and property owner regarding the review of the offer package.
February 3, 2021	E-mail correspondence between OCTA's ROW agent and property owner regarding the offer.
February 4, 2021	E-mail correspondence between OCTA's ROW agent and property owner regarding offer and deed jackets.
February 17, 2021	OCTA's ROW agent emailed property owner asking for a status of their review of the offer package.
February 26, 2021	OCTA's ROW agent emailed property owner asking for a status of their review of the offer package and confirmation that project plans were received.
March 1, 2021	OCTA's ROW agent emailed property owner regarding negotiations and utilities that run within the proposed acquisition area.
March 2, 2021	OCTA's ROW agent contacted property owner on the phone regarding utilities that run within the proposed acquisition area.
March 8, 2021	Telephone conversation between OCTA's ROW agent and property owner representative regarding project.
March 11, 2021	E-mail correspondence with property owner regarding project.
March 18, 2021	OCTA's ROW agent spoke with property owner regarding project.
March 25, 2021	Telephone conversation between OCTA's ROW agent and property owner regarding offer and compensation. OCTA's ROW agent informed the owner about the upcoming RON.
March 26, 2021	E-mail correspondence between OCTA's ROW agent and property owner regarding offer and cut sheets.
March 29, 2021	E-mail correspondence between OCTA's ROW agent and property owner regarding language in the acquisition documents.



**Correspondence/Contact Summary  
Resolution No. 2021-035**

**Encore Cowan LLC, a California limited liability company  
(CPN 103698)**

<b>Date</b>	<b>Reason for Contact</b>
May 6, 2019	OCTA sent Notice of Decision to Appraise to property owner.
August 7, 2019	OCTA's ROW agent, OCTA's legal counsel, and OCTA staff attended the appraisal/site inspection with the property owners and their legal counsel, Rick Friess with Allen Matkins.
May 29, 2020	Exchange of emails between OCTA counsel and property owner's legal counsel regarding parking mitigation plan.
July 6, 2020	Exchange of emails between OCTA counsel and property owner's legal counsel regarding preparation of updated parking mitigation plan.
October 6, 2020	Exchange of emails between OCTA counsel and property owner's legal counsel attaching revised parking mitigation plan prepared by Proactive Engineering.
January 23, 2021	Exchange of emails between OCTA counsel and property owner's legal counsel regarding property owner retention of engineer to evaluate the parking mitigation plan.
January 25, 2021	Per owner's request, OCTA's ROW agent sent offer package to the property owner's legal counsel via email and sent a hard copy via regular mail to his office.
January 26, 2021	OCTA's ROW agent received confirmation that offer package sent via email was received by property owner's legal counsel.
March 23, 2021	Telephone call with legal counsel for property owner regarding status of appraisal review and upcoming RON hearing.
March 23, 2021	Exchange of emails between OCTA counsel and property owner's legal counsel regarding preservation of property owner objections in writing in lieu of appearance at the RON hearing.
March 26, 2021	OCTA's legal counsel sent Notice of Hearing Regarding Intent to Adopt Resolution of Necessity letter to property owner and property owner's legal counsel, as requested.

**Correspondence/Contact Summary  
Resolution No. 2021-036**

**Ronald P. Beard, Trustee of the Ronald P. Beard Trust dated February 23, 1984  
(CPN 103715)**

<b>Date</b>	<b>Reason for Contact</b>
August 12, 2019	OCTA sent Notice of Decision to Appraise to property owner.
January 26, 2021	OCTA's ROW agent sent offer package to the property owner's address on the tax roll via regular and certified mail.
February 17, 2021	Telephone conversation between OCTA's ROW agent and the property's lessee regarding project and negotiations.
February 26, 2021	OCTA's ROW agent sent offer packager via certified mail to a different address, per owner's request.
March 1 through March 3, 2021	Email correspondence between OCTA's ROW agent and lessee and property owner regarding project and offer.
March 11, 2021	Email correspondence between OCTA's ROW agent and property owner regarding project and offer.
March 16, 2021	Email correspondence between OCTA's ROW agent and property owner regarding project and details on construction.
March 22, 2021	Email correspondence between OCTA's ROW agent and property owner regarding appraisal.
March 24, 2021	Email correspondence between OCTA's ROW agent and property owner regarding project and details on construction.
March 26, 2021	Email correspondence between OCTA's ROW agent and property owner regarding project and details on construction.
March 29, 2021	Email correspondence between OCTA's ROW agent and property owner regarding project and details on construction.

**List of Property Owners  
State Route 55 Improvement Project Between Interstate 405 and Interstate 5  
Board of Directors Exhibit Matrix**

Resolution No.	APN	CPN	Owner	Property Address	Area Needed	Type of Acquisition	Reason for Acquisition
<b>2021-034</b>	427-261-09, 10	103697	Public Storage, Inc., a California corporation	17792 Cowan #A and #B, Irvine, CA 92614	4,828 sq. ft. 237 sq. ft. 79 sq. ft. 148 sq. ft. 101 sq. ft. 3,193 sq. ft. 2,840 sq. ft.	FEE PUE PUE TCE TCE TCE TCE	One partial FEE, two PUEs, and four TCEs over a portion of the property to accommodate the realignment of Cowan Street as a result of the widening of State Route 55 and provide sufficient work area to construct the roadway improvements.
<b>2021-035</b>	427-262-06	103698	Encore Cowan LLC, a California limited liability company	17771 and 17781 Cowan Irvine, CA 92614	1,379 sq. ft. 654 sq. ft. 2,864 sq. ft.	FEE TCE TCE	One partial FEE and two TCEs over a portion of the property to accommodate the realignment of the northbound off-ramp at MacArthur Boulevard and provide sufficient work area to construct the freeway improvements.
<b>2021-036</b>	430-031-03, 09	103715	Ronald P. Beard, Trustee of the Ronald P. Beard Trust dated February 23, 1984	1717 E. Dyer Road and 2626 Pullman Street, Santa Ana, CA 92705	2,881 sq. ft. 4 SF sq. ft. 1,466 sq. ft. 1,519 sq. ft. 148 sq. ft. 1,491 sq. ft. 690 sq. ft.	FEE FEE FEE PUE TCE TCE TCE	Three partial FEEs, one PUE, and three TCEs over a portion of the property to accommodate the realignment of the northbound on-ramp at Dyer Road and the widening of Dyer Road, and to provide sufficient work area to construct the freeway improvements.

**Legend**

APN = Assessor's Parcel Number  
CPN = Caltrans Parcel Number  
FEE = Partial FEE  
PUE = Permanent Utility Easement  
TCE = Temporary Construction Easement  
SR-55 = State Route 55

# Photo Aerial Exhibits

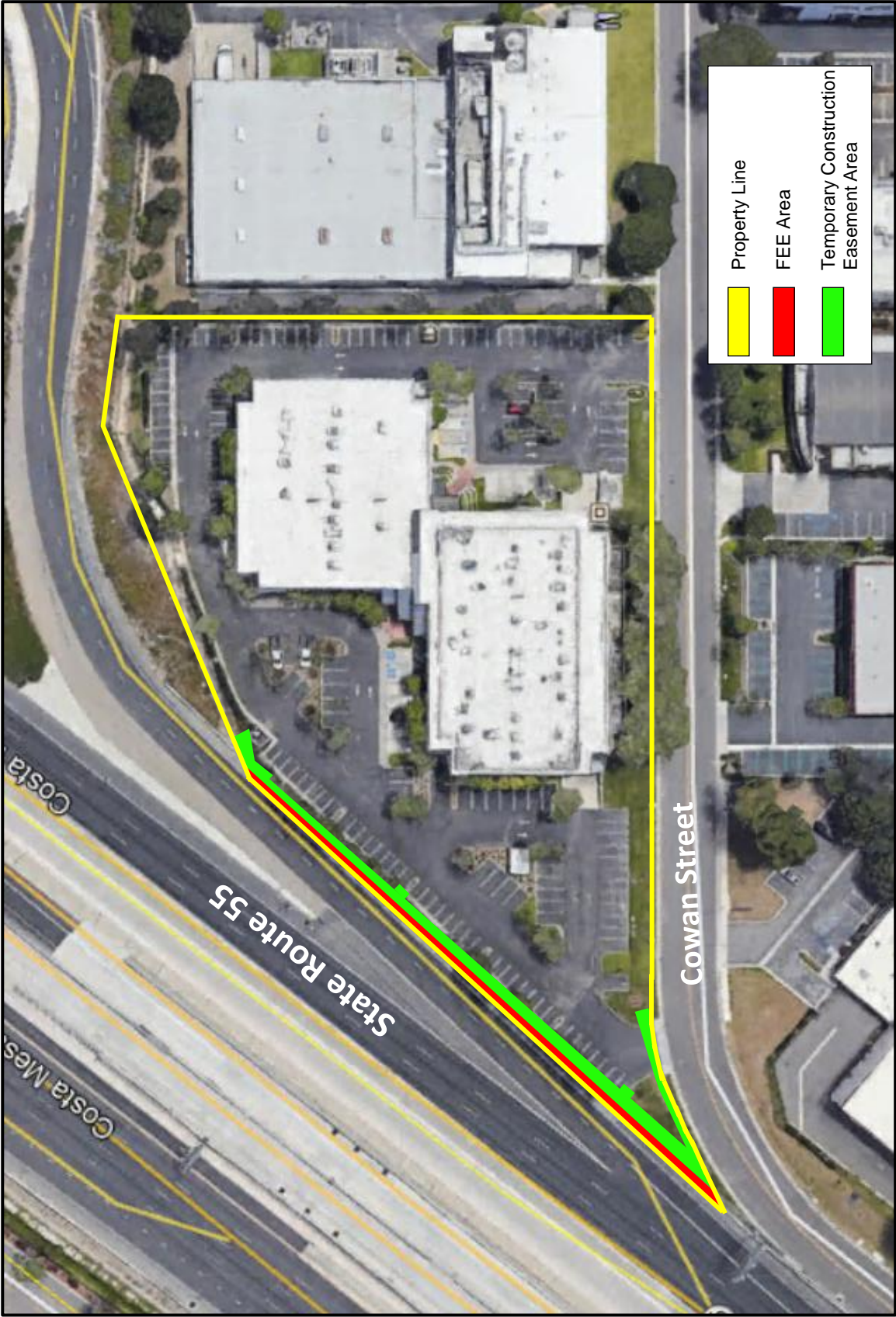
Resolution No. 2021-034 (Public Storage, Inc.)



Not to Scale,  
For Presentation  
Purposes Only



Resolution No. 2021-035 (Encore Cowan, LLC)



Not to Scale,  
For Presentation  
Purposes Only

Resolution No. 2021-036 (Ronald P. Beard Trust)



Not to Scale,  
For Presentation  
Purposes Only



**RESOLUTION NO. 2021-034**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NOS. 427-261-09 and 427-261-10.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 55 ("SR-55") Improvement Project between Interstate 405 and Interstate 5, a right-of-way for freeway purposes and all public uses appurtenant thereto (the "Project"); and

**WHEREAS**, the Project is intended to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

**WHEREAS**, the Project requires the acquisition of property interests from public and private parties; and

**WHEREAS**, the Project will be a transportation improvement project serving the public interest; and

**WHEREAS**, subsection (a) of the California Public Utilities Code section 130220.5 authorizes the Authority to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

**WHEREAS**, portions of the real property located at 17792 Cowan, #A and #B, in the City of Irvine, California ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a partial fee acquisition as described and depicted in Exhibit "A" attached hereto (Parcel 103697-1), a permanent utility easement as described and depicted in Exhibit "B" attached hereto (Parcel 103697-2), a permanent utility easement as described and depicted in Exhibit "C" attached hereto (Parcel 103697-3), a temporary construction easement as described and depicted in Exhibit "D" attached hereto (Parcel 103697-4), a temporary construction easement as described and depicted in Exhibit "E" attached hereto (Parcel 103697-5), a temporary construction easement as described and depicted in Exhibit "F" attached hereto (Parcel 103697-6), and a temporary construction easement as described and depicted in Exhibit "G" attached hereto (Parcel 103697-7) (collectively, "Property Interests"); and

**WHEREAS**, if such access currently exists, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

**WHEREAS**, the Authority communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on March 26, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

**WHEREAS**, the Authority provided written notice to the City of Irvine as required by subsection (c) of California Public Utilities Code section 130220.5; and

**WHEREAS**, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to the Authority's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for April 26, 2021, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

**WHEREAS**, said hearing has been held by the Authority's Board of Directors; and

**WHEREAS**, the Authority may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

**NOW, THEREFORE, BE IT RESOLVED**, by at least a two-thirds vote of the Authority's Board of Directors under Code of Civil Procedure sections 1240.030 and 1245.230, the Authority does hereby find and determine as follows:

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

Section 2. Compliance with California Code of Civil Procedure. There has been compliance by the Authority with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.



Section 3. Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. Subsection (a) of California Public Utilities Code section 130220.5 authorizes the Authority to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The proposed Project is necessary to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5. Description of Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "A" through "G" attached hereto and incorporated herein by reference.

Section 6. Findings. The Authority hereby finds, determines, and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The Property Interests sought to be acquired are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the Property Interests are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent portions of the real property to be acquired for the Project are currently devoted to or held for some public use, the Authority intends to acquire substitute property pursuant to California Code of Civil Procedure

sections 1240.320 and 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the Project. The substitute property may be conveyed by the Authority to the owner(s) of the necessary property.

Section 9. Authority to Exercise Eminent Domain. The Authority is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. The Authority's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of the Authority by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit the Authority to take possession of the Property Interests at the earliest possible time.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

---

ANDREW DO, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-034, by the following votes:

AYES:

NOES:

ABSENT:

---

ANDREA WEST  
INTERIM CLERK OF THE BOARD

EXHIBIT "A"

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

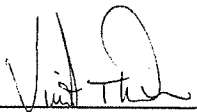
**Parcel 103697-1: FEE**

Those portions of Parcels 12 and 13, in the City of Irvine, County of Orange, State of California, as shown on a map filed in Book 106, Pages 47 through 50 of Parcel Maps, in the office of the County Recorder of said County, lying northerly and northwesterly of the following described line:

**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 49°22'22" West and a length of 300.10 feet on the southwesterly line of said Parcel 13; thence along said certain course North 49°21'45" West, 294.90 feet to the **POINT OF BEGINNING**; thence leaving said certain course North 42°13'25" East, 33.78 feet; thence South 47°46'35" East, 2.83 feet; thence North 42°13'25" East, 3.00 feet; thence North 47°46'35" West, 2.83 feet; thence North 42°13'25" East, 38.70 feet; thence North 87°13'25" East, 2.71 feet; thence North 42°13'25" East, 5.28 feet; thence North 02°46'35" West, 2.71 feet; thence North 42°13'25" East, 155.16 feet; thence South 47°46'35" East, 2.83 feet; thence North 42°13'25" East, 3.00 feet; thence North 47°46'35" West, 2.83 feet; thence North 42°13'25" East, 18.19 feet to the beginning of a curve, concave southerly and having a radius of 224.83 feet; thence easterly 161.84 feet along said curve through a central angle of 41°14'34"; thence non-tangent from said curve South 38°39'34" East, 6.50 feet; thence North 88°44'34" East, 32.95 feet; thence North 34°29'59" East, 4.51 feet; thence South 89°11'25" East, 11.01 feet; thence North 45°48'35" East, 2.71 feet; thence South 89°11'25" East, 19.23 feet; thence North 00°48'35" East, 0.17 feet to the northerly line of said Parcel 12.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis

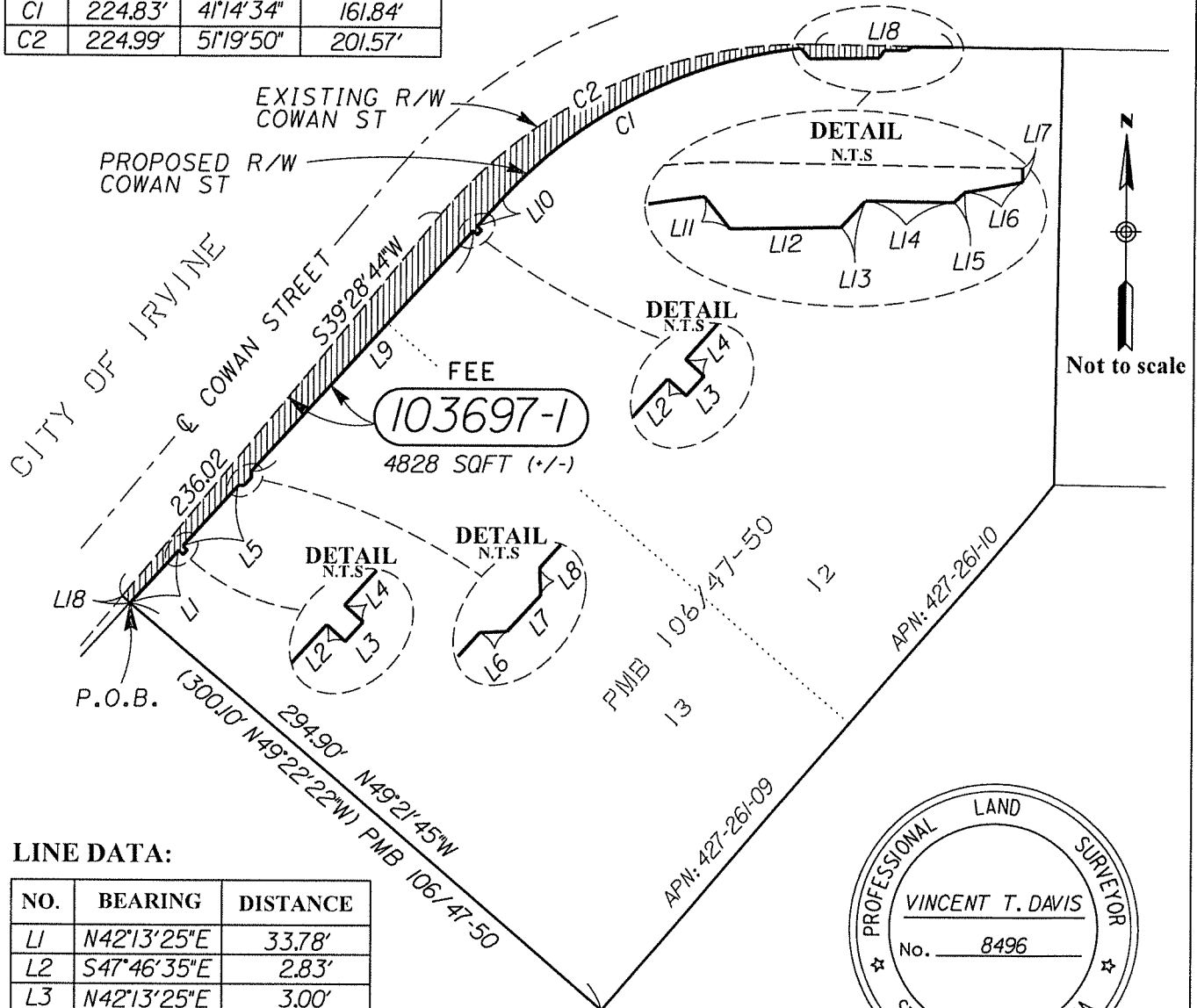
Date: 03 Mar 2021



# CURVE DATA:

NO.	RADIUS	$\Delta$	LENGTH
C1	224.83'	41°14'34"	161.84'
C2	224.99'	51°19'50"	201.57'

DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)



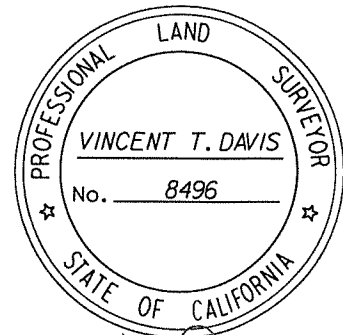
# LINE DATA:

NO.	BEARING	DISTANCE
L1	N42°13'25"E	33.78'
L2	S47°46'35"E	2.83'
L3	N42°13'25"E	3.00'
L4	N47°46'35"W	2.83'
L5	N42°13'25"E	38.70'
L6	N87°13'25"E	2.71'
L7	N42°13'25"E	5.28'
L8	N02°46'35"W	2.71'
L9	N42°13'25"E	155.16'
L10	N42°13'25"E	18.19'
L11	S38°39'34"E	6.50'
L12	N88°44'34"E	32.95'
L13	N34°29'59"E	4.51'

NO.	BEARING	DISTANCE
L14	S89°11'25"E	11.01'
L15	N45°48'35"E	2.71'
L16	S89°11'25"E	19.23'
L17	N00°48'35"E	0.17'
L18	N89°11'25"W	65.00'
L19	N49°21'45"W	5.13'

# LEGEND:

P.O.B. = POINT OF BEGINNING



VINCENT T. DAVIS

12 Feb 2021

DATE

**EXHIBIT "A1"**

(Page 1 of 1)

COUNTY: ORA  
 RTE: 55  
 P.M.: 6.7

NOT TO SCALE  
 DATE: FEB 2021

**PARCEL:**  
**103697-1**

EXHIBIT "B"

EXHIBIT "B"  
LEGAL DESCRIPTION  
SERIAL NO. 72743A  
APN: 427-261-09

**Parcel 103697-2:** SCE EASEMENT

That portion of Parcel 13, in the City of Irvine, County of Orange, State of California, as shown on a map filed in Book 106, Pages 47 through 50 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

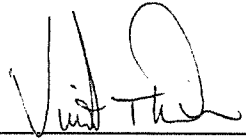
**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 49°22'22" West and a length of 300.10 feet on the southwesterly line of said Parcel 13; thence along said certain course North 49°21'45" West, 294.90 feet; thence leaving said certain course North 42°13'25" East, 141.49 feet to the **POINT OF BEGINNING**; thence continuing North 42°13'25" East, 30.54 feet; thence South 49°21'45" East 12.83 feet; thence South 42°13'12" West 14.02 feet; thence North 47°46'48" West 5.78 feet; thence South 64°54'14" West 18.29 feet to the **POINT OF BEGINNING**.

The above described parcel contains a grid area of 237 square feet or 0.0054 acres, more or less.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch).

The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 21 Jan 2021





DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND - GRID/COMBINED FACTOR)

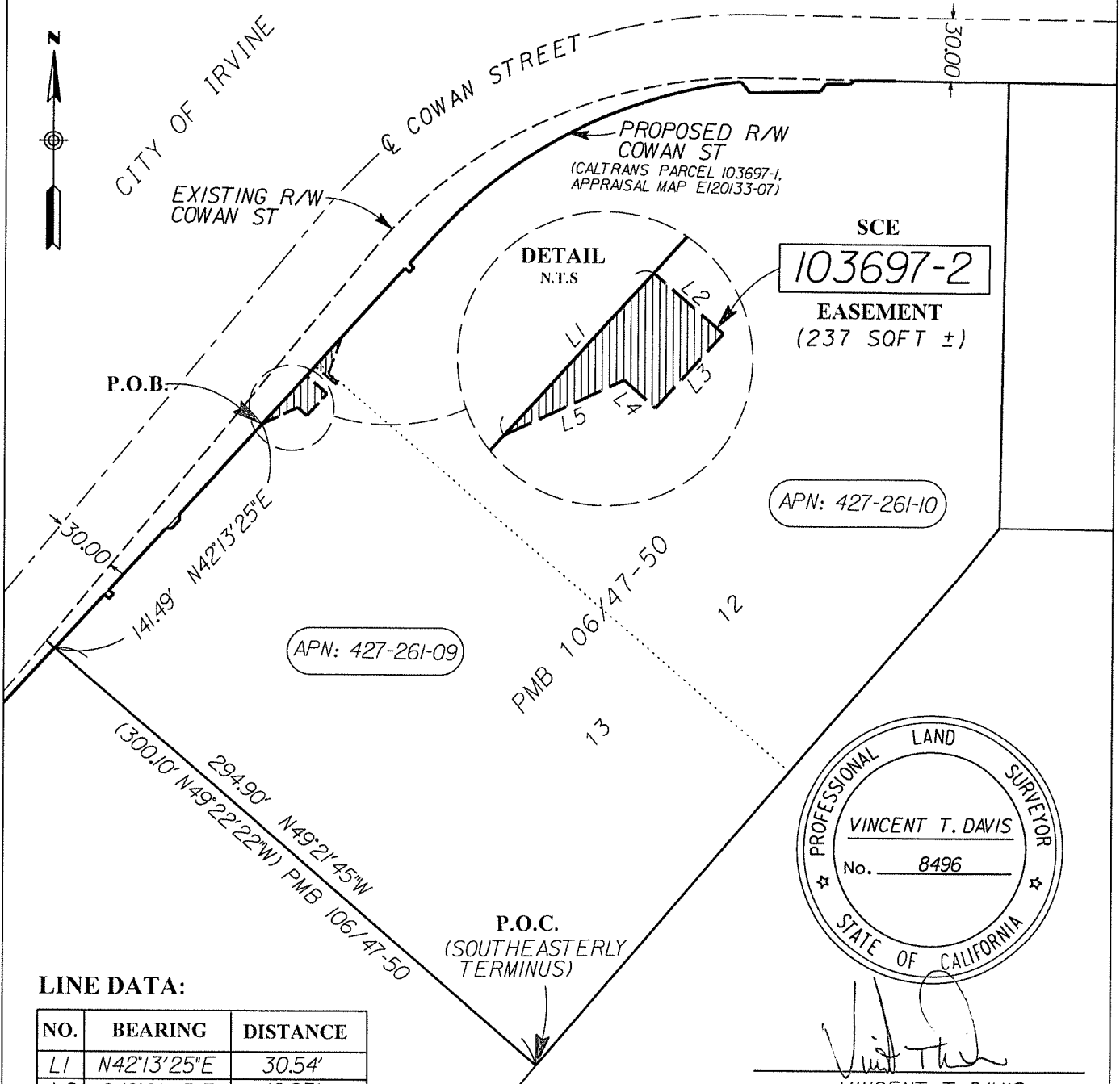


EXHIBIT "B1"  
 (Page 1 of 1)

COUNTY: ORA  
 RTE: 55  
 P.M.: 6.7

NOT TO SCALE  
 DATE: JAN 2021

PARCEL:  
 103697-2  
 SERIAL NO: 72743A

EXHIBIT "C"

**EXHIBIT "C"**  
**LEGAL DESCRIPTION**  
**SERIAL NO. 72745A**  
**APN's: 427-261-09 & 427-261-10**

**Parcel 103697-3: SCE EASEMENT**

Those portions of Parcels 12 and 13, in the City of Irvine, County of Orange, State of California, as shown on a map filed in Book 106, Pages 47 through 50 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

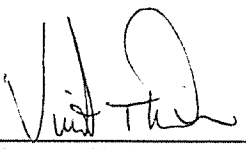
**COMMENCING** at the southeasterly terminus of that certain course shown as having a bearing of North 49°22'22" West and a length of 300.10 feet on the southwesterly line of said Parcel 13; thence along said certain course North 49°21'45" West, 294.90 feet; thence leaving said certain course North 42°13'25" East, 178.03 feet to the **POINT OF BEGINNING**; thence continuing North 42°13'25" East, 18.77 feet; thence South 19°50'22" West 18.57 feet; thence South 47°46'48" East 5.76 feet; thence South 42°13'12" West 1.24 feet; thence North 49°21'45" West 12.83 feet to the **POINT OF BEGINNING**.

The above described parcel contains a grid area of 79 square feet or 0.0018 acres, more or less.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch).

The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

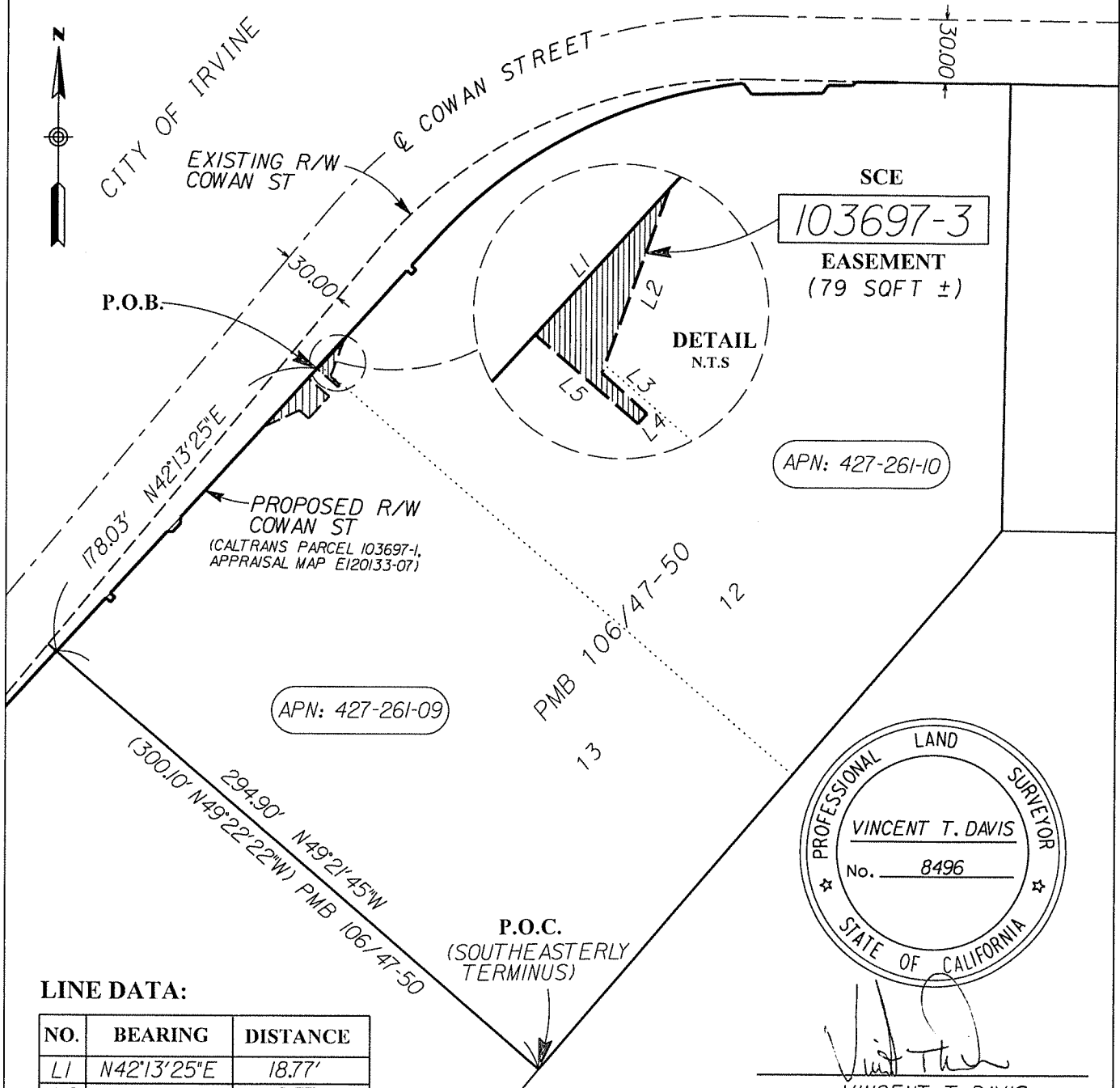
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 21 Jan 2021



DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND - GRID/COMBINED FACTOR)

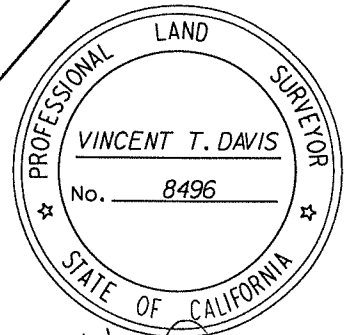


**LINE DATA:**

NO.	BEARING	DISTANCE
L1	N42°13'25"E	18.77'
L2	S19°50'22"W	18.57'
L3	S47°46'48"E	5.76'
L4	S42°13'12"W	1.24'
L5	N49°21'45"W	12.83'

**LEGEND:**

P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT



VINCENT T. DAVIS

21 Jan 2021

DATE

**EXHIBIT "C1"**

(Page 1 of 1)

COUNTY: ORA  
 RTE: 55  
 P.M.: 6.7

NOT TO SCALE  
 DATE: JAN 2021

**PARCEL:**  
**103697-3**  
 SERIAL NO. 72745A

EXHIBIT "D"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 427-261-09**

**Caltrans Parcel No.: 103697-4**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "D1" and depicted in Exhibit "D2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of six (6) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining fifty-four (54) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- The perimeter fence along the TCE will be protected in place.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "D1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103697-4**

**TEMPORARY CONSTRUCTION EASEMENT TO S.C.E.**

APN 427-261-09

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 84-0617, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 201, PAGES 25 AND 26, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 52.00 FEET WIDE, SAID POINT BEING THE NORTHEASTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°27'36" E, 647.31'" AS SHOWN ON THE MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS,

THENCE ALONG SAID CENTERLINE OF COWAN SOUTH 39°28'44" WEST, 291.35 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN SOUTH 50°31'16" EAST, 25.00 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID COWAN;

THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE SOUTH 49°23'22" EAST, 2.31 FEET;

THENCE NORTH 42°13'25" EAST, 55.34 FEET TO THE SOUTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID SOUTHWESTERLY LINE SOUTH 49°21'45" EAST, 0.17 FEET;

THENCE LEAVING SAID SOUTHWESTERLY LINE NORTH 42°13'25" EAST, 33.78 FEET;

THENCE SOUTH 47°46'35" EAST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 3.00 FEET;

THENCE NORTH 47°46'35" WEST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 38.70 FEET;

THENCE NORTH 87°13'25" EAST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 5.28 FEET;

THENCE NORTH 02°46'35" WEST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 49.11 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 42°13'25" EAST, 7.78 FEET;

THENCE NORTH 64°54'14" EAST, 18.29 FEET;

THENCE SOUTH 47°46'48" EAST, 5.78 FEET;

THENCE NORTH 42°13'12" EAST, 14.02 FEET;

THENCE SOUTH 49°21'45" EAST, 2.81 FEET;

THENCE SOUTH 39°28'44" WEST, 19.12 FEET;

THENCE NORTH 47°46'48" WEST, 8.34 FEET TO A LINE THAT BEARS NORTH 64°54'14" EAST FROM THE TRUE POINT OF BEGINNING;

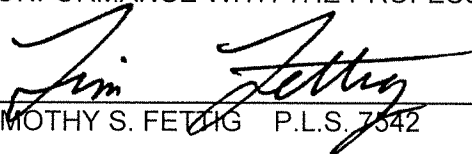
THENCE ALONG SAID LINE SOUTH 64°54'14" WEST, 21.30 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 148 SQUARE FEET OR 0.003 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "D2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

5/21/20

DATE





PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting*  
TIMOTHY S. FETTING P.L.S. 7542

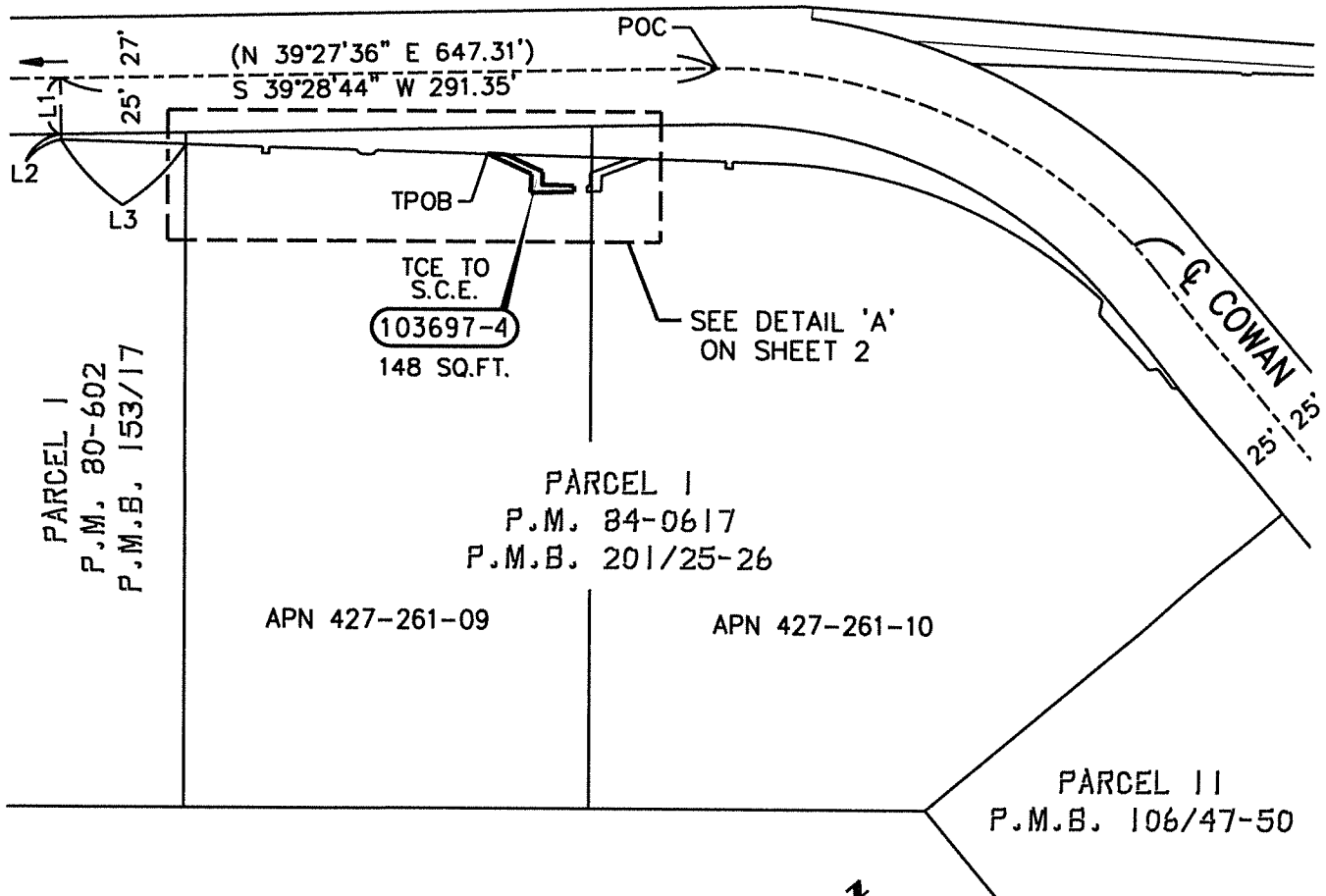
5/21/20

DATE

NOTE:

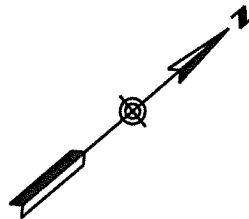
SEE SHEET 2 FOR DETAIL 'A'  
AND LINE TABLE

STATE ROUTE 55



LEGEND

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 106/47-50

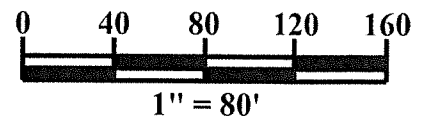


SHEET 1 OF 2

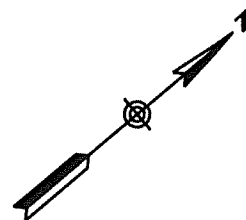
THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

**EXHIBIT "D2"**

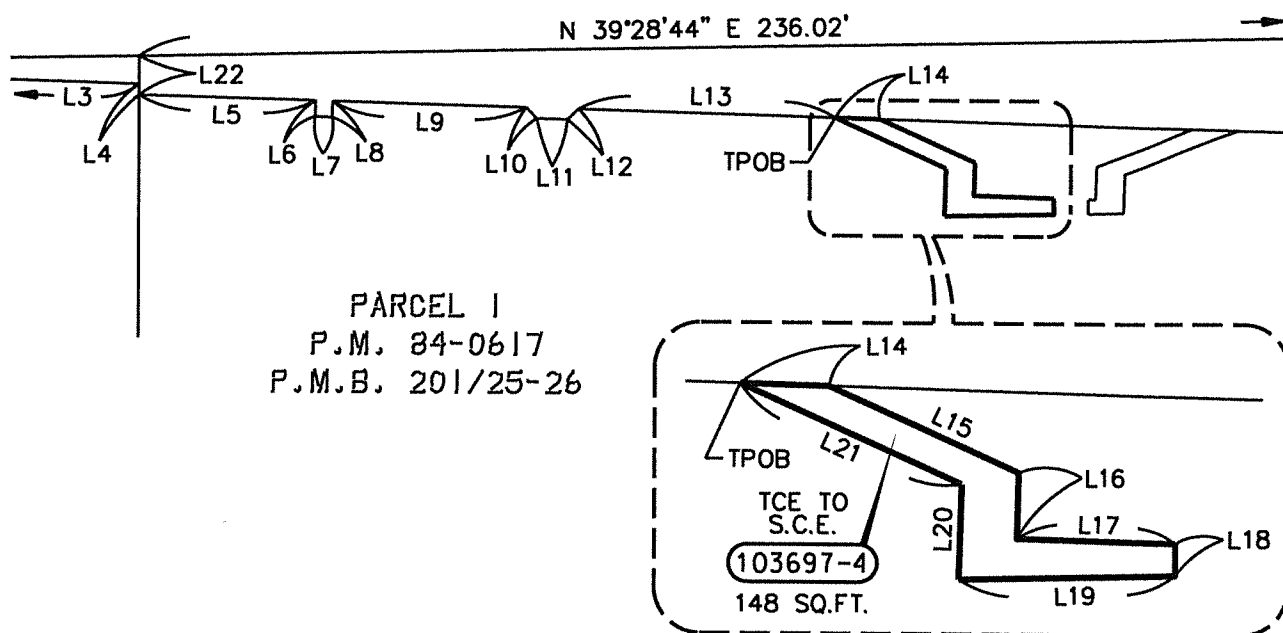
**103697-4**



DETAIL 'A'  
NO SCALE



COWAN



LINE TABLE		
NO.	BEARING	LENGTH
L1	S 50°31'16" E	25.00'
L2	S 49°23'22" E	2.31'
L3	N 42°13'25" E	55.34'
L4	S 49°21'45" E	0.17'
L5	N 42°13'25" E	33.78'
L6	S 47°46'35" E	2.83'
L7	N 42°13'25" E	3.00'
L8	N 47°46'35" W	2.83'
L9	N 42°13'25" E	38.70'
L10	N 87°13'25" E	2.71'
L11	N 42°13'25" E	5.28'

LINE TABLE con't.		
NO.	BEARING	LENGTH
L12	N 02°46'35" W	2.71'
L13	N 42°13'25" E	49.11'
L14	N 42°13'25" E	7.78'
L15	N 64°54'14" E	18.29'
L16	S 47°46'48" E	5.78'
L17	N 42°13'12" E	14.02'
L18	S 49°21'45" E	2.81'
L19	S 39°28'44" W	19.12'
L20	N 47°46'48" W	8.34'
L21	S 64°54'14" W	21.30'
L22	N 49°21'45" W	5.13'

SHEET 2 OF 2

**EXHIBIT "D2"**  
**103697-4**

EXHIBIT "E"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Assessor Parcel No.: 427-261-09 and 427-261-10  
Caltrans Parcel No.: 103697-5**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "E1" and depicted in Exhibit "E2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of six (6) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining fifty-four (54) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- The perimeter fence along the TCE will be protected in place.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "E1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103697-5**

**TEMPORARY CONSTRUCTION EASEMENT TO S.C.E.**

APN 427-261-09

APN 427-261-10

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 84-0617, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 201, PAGES 25 AND 26, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 52.00 FEET WIDE, SAID POINT BEING THE NORTHEASTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°27'36" E, 647.31'" AS SHOWN ON THE MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS,

THENCE ALONG SAID CENTERLINE OF COWAN SOUTH 39°28'44" WEST, 291.35 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN SOUTH 50°31'16" EAST, 25.00 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID COWAN;

THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE SOUTH 49°23'22" EAST, 2.31 FEET;

THENCE NORTH 42°13'25" EAST, 55.34 FEET TO THE SOUTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID SOUTHWESTERLY LINE SOUTH 49°21'45" EAST, 0.17 FEET;

THENCE LEAVING SAID SOUTHWESTERLY LINE NORTH 42°13'25" EAST, 33.78 FEET;

THENCE SOUTH 47°46'35" EAST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 3.00 FEET;

THENCE NORTH 47°46'35" WEST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 38.70 FEET;

THENCE NORTH 87°13'25" EAST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 5.28 FEET;

THENCE NORTH 02°46'35" WEST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 112.21 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 42°13'25" EAST, 7.88 FEET;

THENCE SOUTH 19°50'22" WEST, 21.68 FEET;

THENCE SOUTH 47°46'48" EAST, 6.80 FEET;

THENCE SOUTH 39°28'44" WEST, 6.18 FEET;

THENCE NORTH 49°21'45" WEST, 2.52 FEET;

THENCE NORTH 42°13'12" EAST, 1.24 FEET;

THENCE NORTH 47°46'48" WEST, 5.76 FEET TO A LINE THAT BEARS SOUTH 19°50'22" WEST FROM THE TRUE POINT OF BEGINNING;


THENCE ALONG SAID LINE NORTH 19°50'22" EAST, 18.57 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 101 SQUARE FEET OR 0.002 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "E2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

5/21/20  
DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting*  
TIMOTHY S. FETTING

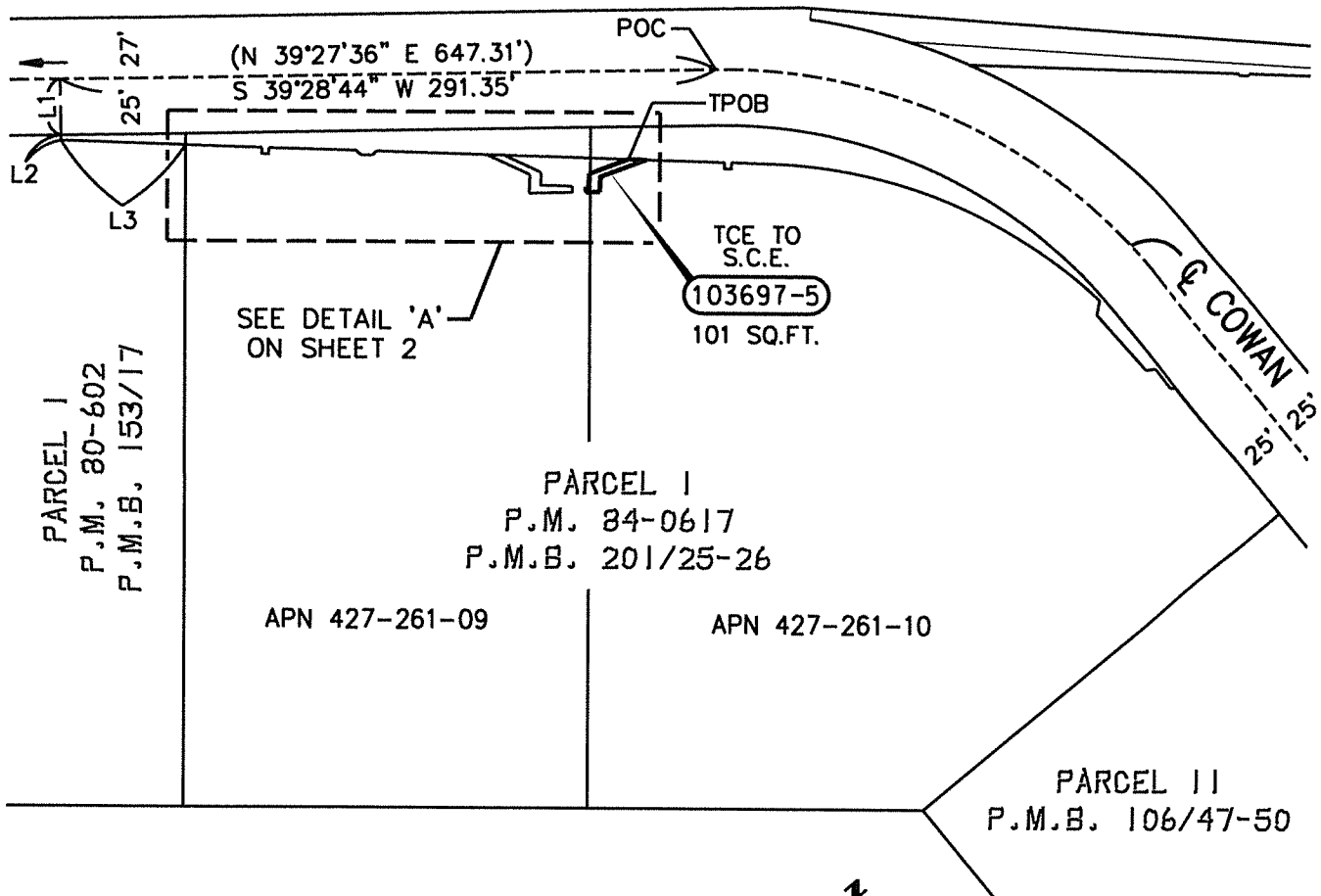
5/21/20

P.L.S. 7542 DATE

**NOTE:**

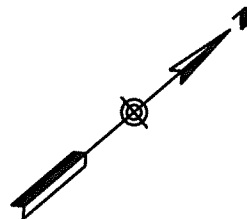
SEE SHEET 2 FOR DETAIL 'A'  
AND LINE TABLE

**STATE ROUTE 55**



**LEGEND**

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 106/47-50

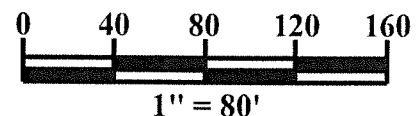


SHEET 1 OF 2

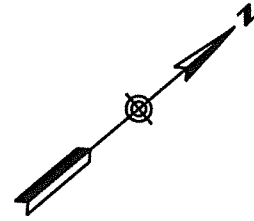
THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

**EXHIBIT "E2"**

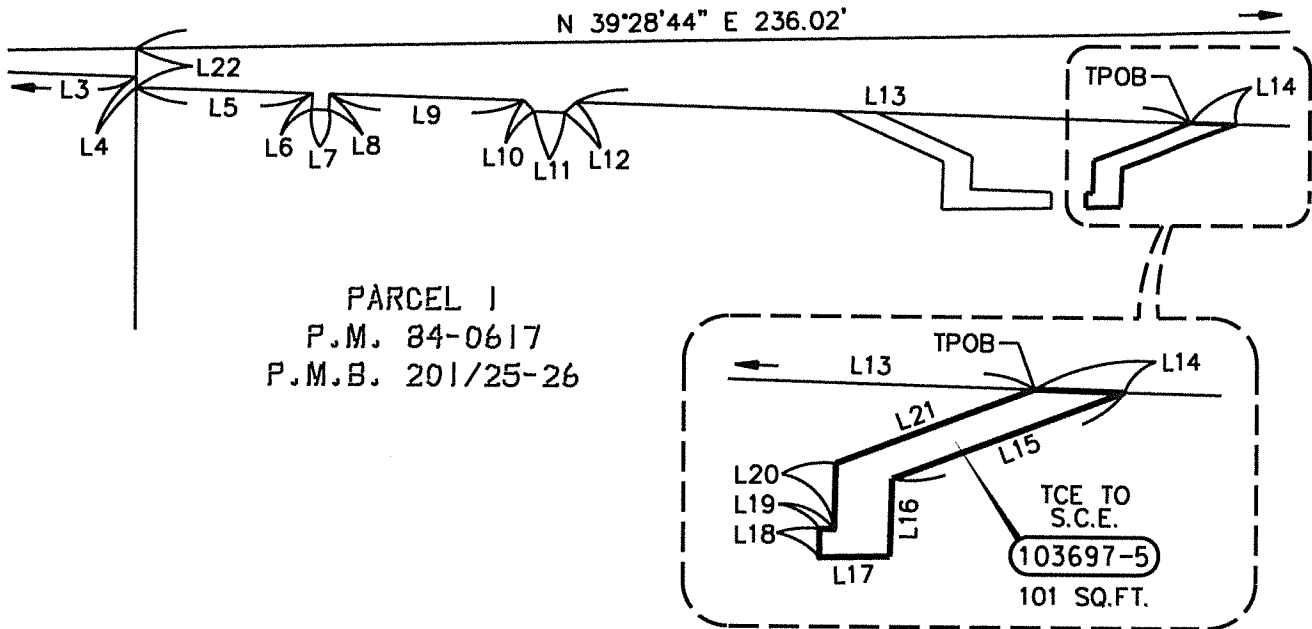
**103697-5**



DETAIL 'A'  
NO SCALE



COWAN



LINE TABLE		
NO.	BEARING	LENGTH
L1	S 50°31'16" E	25.00'
L2	S 49°23'22" E	2.31'
L3	N 42°13'25" E	55.34'
L4	S 49°21'45" E	0.17'
L5	N 42°13'25" E	33.78'
L6	S 47°46'35" E	2.83'
L7	N 42°13'25" E	3.00'
L8	N 47°46'35" W	2.83'
L9	N 42°13'25" E	38.70'
L10	N 87°13'25" E	2.71'
L11	N 42°13'25" E	5.28'

LINE TABLE con't.		
NO.	BEARING	LENGTH
L12	N 02°46'35" W	2.71'
L13	N 42°13'25" E	112.21'
L14	N 42°13'25" E	7.88'
L15	S 19°50'22" W	21.68'
L16	S 47°46'48" E	6.80'
L17	S 39°28'44" W	6.18'
L18	N 49°21'45" W	2.52'
L19	N 42°13'12" E	1.24'
L20	N 47°46'48" W	5.76'
L21	N 19°50'22" E	18.57'
L22	N 49°21'45" W	5.13'

SHEET 2 OF 2

**EXHIBIT "E2"**  
**103697-5**



EXHIBIT "F"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 427-261-09**

**Caltrans Parcel No.: 103697-6**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "F1" and depicted in Exhibit "F2" attached hereto, subject to the Rights and Limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-eight (48) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- The perimeter fence along the TCE will be protected in place.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "F1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103697-6**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 427-261-09

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 84-0617, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 201, PAGES 25 AND 26, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 52.00 FEET WIDE, SAID POINT BEING THE NORTHEASTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°27'36" E, 647.31'" AS SHOWN ON THE MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS,

THENCE ALONG SAID CENTERLINE OF COWAN SOUTH 39°28'44" WEST, 291.35 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN SOUTH 50°31'16" EAST, 25.00 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID COWAN;

THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE SOUTH 49°23'22" EAST, 2.31 FEET;

THENCE NORTH 42°13'25" EAST, 55.34 FEET TO THE SOUTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID SOUTHWESTERLY LINE SOUTH 49°21'45" EAST, 0.17 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID SOUTHWESTERLY LINE NORTH 42°13'25" EAST, 33.78 FEET;

THENCE SOUTH 47°46'35" EAST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 3.00 FEET;

THENCE NORTH 47°46'35" WEST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 38.70 FEET;

THENCE NORTH 87°13'25" EAST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 5.28 FEET;

THENCE NORTH 02°46'35" WEST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 76.16 FEET;

THENCE SOUTH 47°46'48" EAST, 16.20 FEET;

THENCE SOUTH 39°28'44" WEST, 160.27 FEET TO SAID SOUTHWESTERLY LINE;

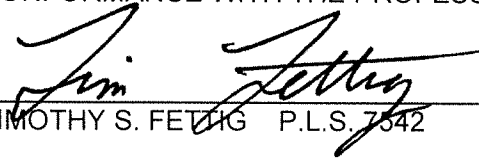
THENCE ALONG SAID SOUTHWESTERLY LINE NORTH 49°21'45" WEST, 23.88 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 3,193 SQUARE FEET OR 0.073 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "F2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

5/21/20

DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



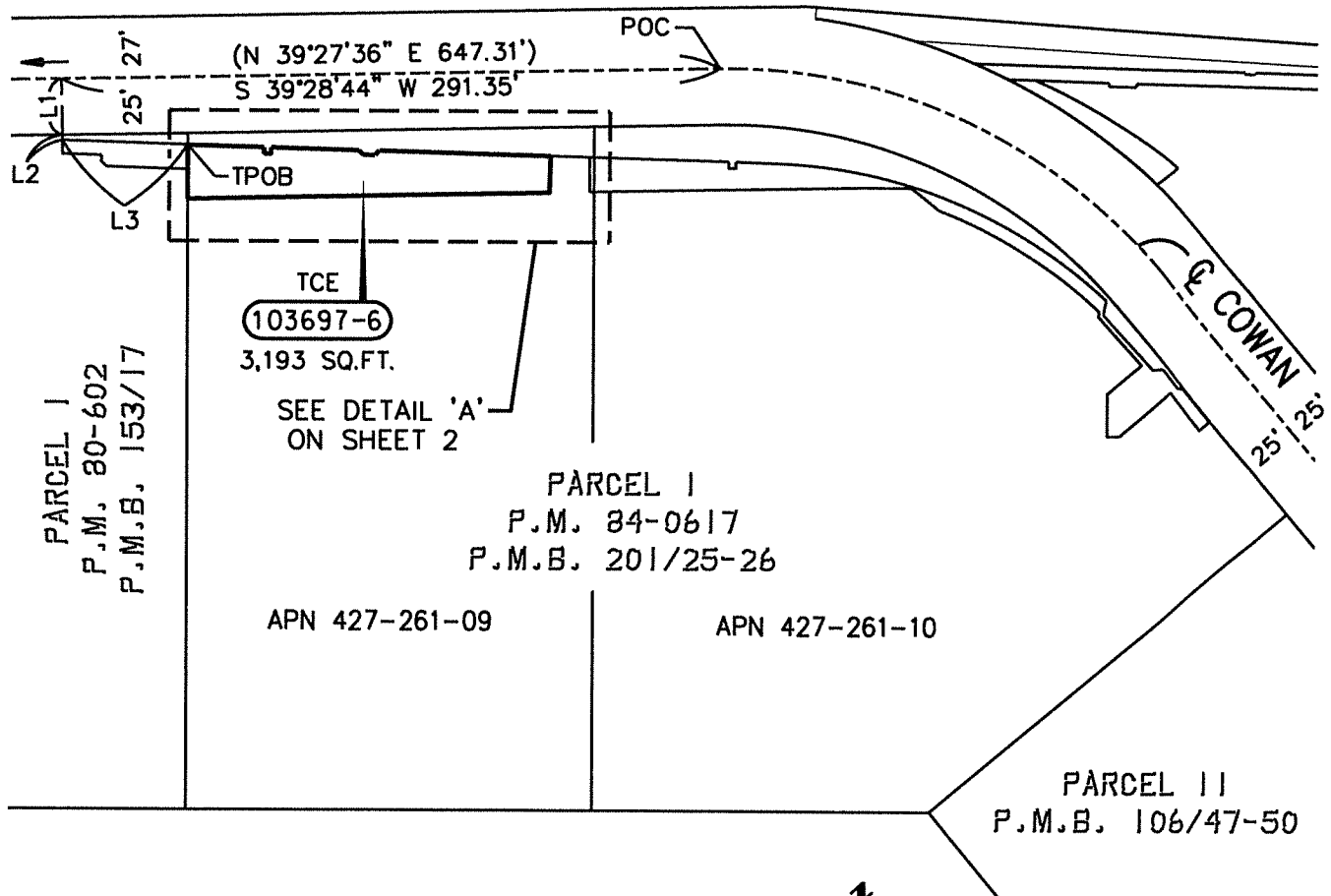
PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting* 5/21/20  
TIMOTHY S. FETTING P.L.S. 7542 DATE

**NOTE:**

SEE SHEET 2 FOR DETAIL 'A'  
AND LINE TABLE

**STATE ROUTE 55**



**LEGEND**

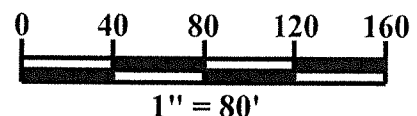
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PER P.M.B. 106/47-50

SHEET 1 OF 2

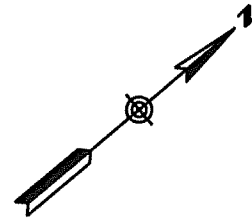
THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

**EXHIBIT "F2"**

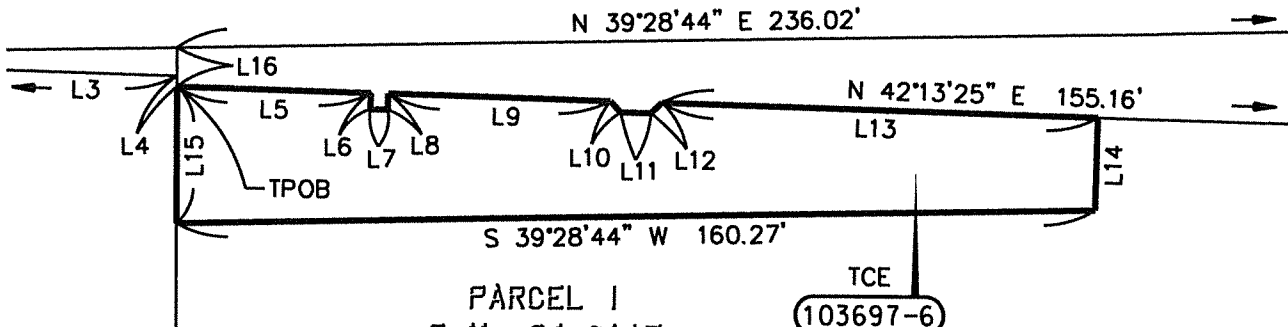
**103697-6**



DETAIL 'A'  
NO SCALE



COWAN



PARCEL I  
P.M. 84-0617  
P.M.B. 201/25-26  
APN 427-261-09

103697-6  
3,193 SQ.FT.

LINE TABLE		
NO.	BEARING	LENGTH
L1	S 50°31'16" E	25.00'
L2	S 49°23'22" E	2.31'
L3	N 42°13'25" E	55.34'
L4	S 49°21'45" E	0.17'
L5	N 42°13'25" E	33.78'
L6	S 47°46'35" E	2.83'
L7	N 42°13'25" E	3.00'
L8	N 47°46'35" W	2.83'
L9	N 42°13'25" E	38.70'
L10	N 87°13'25" E	2.71'
L11	N 42°13'25" E	5.28'
L12	N 02°46'35" W	2.71'
L13	N 42°13'25" E	76.16'
L14	S 47°46'48" E	16.20'
L15	N 49°21'45" W	23.88'
L16	S 49°21'45" E	5.13'

SHEET 2 OF 2

**EXHIBIT "F2"**  
**103697-6**

EXHIBIT "G"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Assessor Parcel Nos.: 427-261-09 and 427-261-10  
Caltrans Parcel No.: 103697-7**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "G1" and depicted in Exhibit "G2" attached hereto, subject to the Rights and Limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-eight (48) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around a portion of the TCE area.
- Reasonable pedestrian and vehicular access to the property shall be maintained at all times.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- The perimeter fence along the TCE will be protected in place.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.



**EXHIBIT "G1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103697-7**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 427-261-09

APN 427-261-10

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 84-0617, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 201, PAGES 25 AND 26, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 52.00 FEET WIDE, SAID POINT BEING THE NORTHEASTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°27'36" E, 647.31'" AS SHOWN ON THE MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS,

THENCE ALONG SAID CENTERLINE OF COWAN SOUTH 39°28'44" WEST, 291.35 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN SOUTH 50°31'16" EAST, 25.00 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID COWAN;

THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE SOUTH 49°23'22" EAST, 2.31 FEET;

THENCE NORTH 42°13'25" EAST, 55.34 FEET TO THE SOUTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID SOUTHWESTERLY LINE SOUTH 49°21'45" EAST, 0.17 FEET;

THENCE LEAVING SAID SOUTHWESTERLY LINE NORTH 42°13'25" EAST, 33.78 FEET;

THENCE SOUTH 47°46'35" EAST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 3.00 FEET;

THENCE NORTH 47°46'35" WEST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 38.70 FEET;

THENCE NORTH 87°13'25" EAST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 5.28 FEET;

THENCE NORTH 02°46'35" WEST, 2.71 FEET;

THENCE NORTH 42°13'25" EAST, 93.44 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 42°13'25" EAST, 61.72 FEET;

THENCE SOUTH 47°46'35" EAST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 3.00 FEET;

THENCE NORTH 47°46'35" WEST, 2.83 FEET;

THENCE NORTH 42°13'25" EAST, 18.19 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 224.83 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 41°14'34" AN ARC LENGTH OF 161.84 FEET;

THENCE NON-TANGENT TO SAID CURVE SOUTH 38°39'34" EAST, 6.50 FEET;

THENCE NORTH 88°44'34" EAST, 32.95 FEET;

THENCE NORTH 34°29'59" EAST, 4.51 FEET;

THENCE SOUTH 89°11'25" EAST, 11.01 FEET;

THENCE NORTH 45°48'35" EAST, 2.71 FEET;

THENCE SOUTH 89°11'25" EAST, 19.23 FEET;

THENCE SOUTH 00°48'35" WEST, 5.83 FEET;

THENCE NORTH 89°11'25" WEST, 21.85 FEET;

THENCE SOUTH 00°19'53" EAST, 30.02 FEET;

THENCE SOUTH 40°39'36" WEST, 5.44 FEET;

THENCE NORTH 49°15'43" WEST, 18.88 FEET;

THENCE NORTH 00°11'29" WEST, 19.81 FEET;

THENCE SOUTH 88°44'34" WEST, 28.75 FEET;

THENCE NORTH 38°39'34" WEST, 2.16 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 219.00 FEET, A RADIAL LINE TO SAID BEGINNING OF CURVE BEARS NORTH 06°11'33" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°06'14" AN ARC LENGTH OF 84.49 FEET;

THENCE NON-TANGENT TO SAID CURVE SOUTH 78°43'59" WEST, 15.98 FEET;

THENCE SOUTH 40°28'35" WEST, 20.38 FEET;

THENCE SOUTH 39°28'44" WEST, 122.44 FEET TO A LINE THAT BEARS SOUTH 49°21'45" EAST FROM THE TRUE POINT OF BEGINNING;

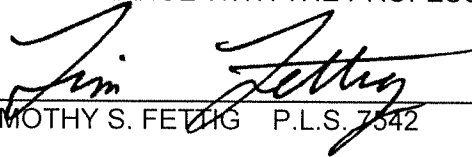
THENCE ALONG SAID LINE NORTH 49°21'45" WEST, 15.35 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 2,840 SQUARE FEET OR 0.065 ACRES, MORE OR LESS.

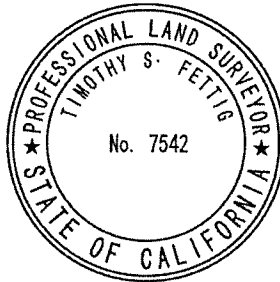
THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "G2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

5/21/20  
DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



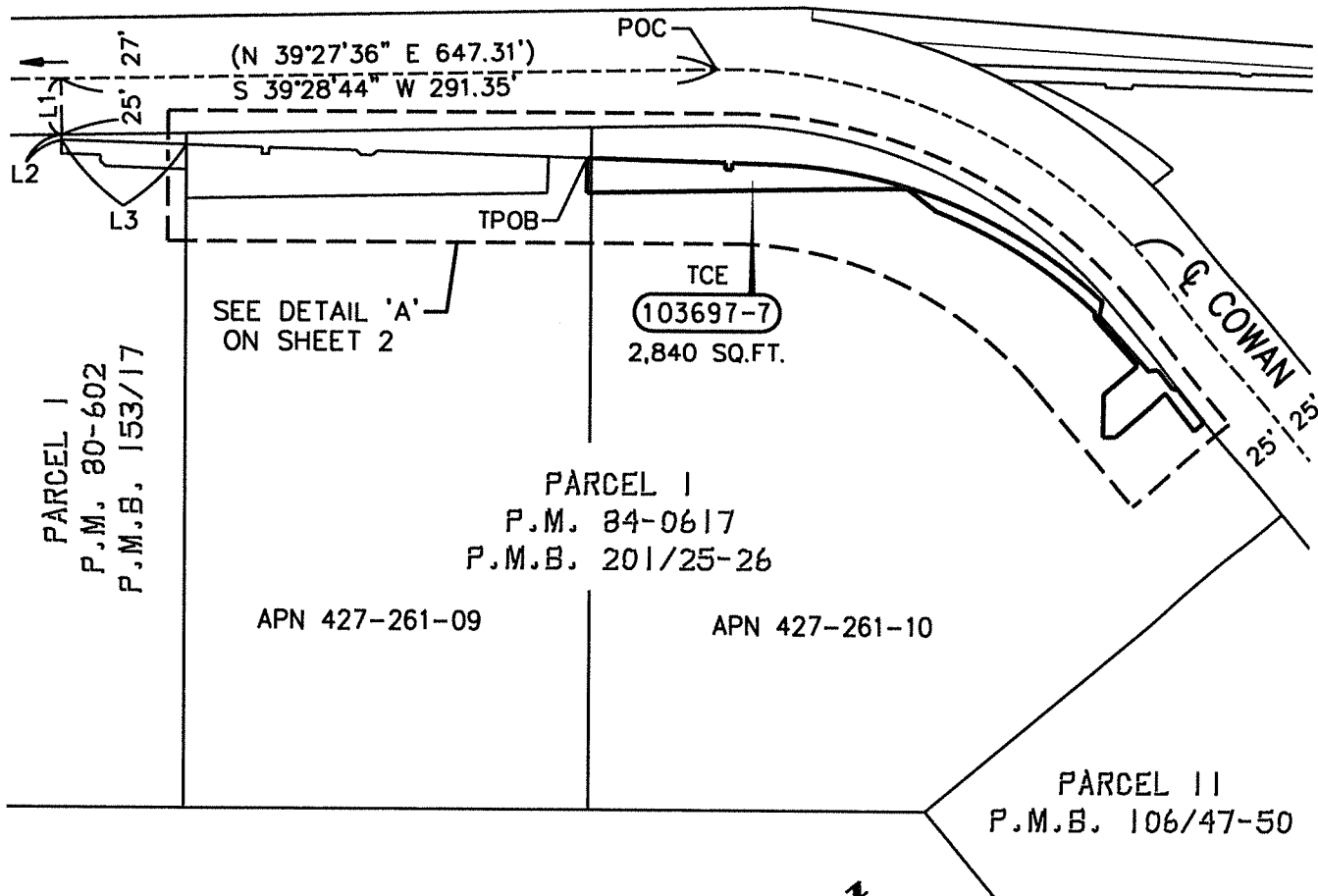
PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting* 5/21/20  
TIMOTHY S. FETTING P.L.S. 7542 DATE

**NOTE:**

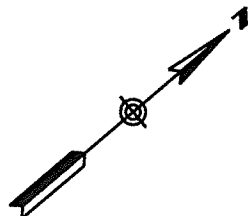
SEE SHEET 2 FOR DETAIL 'A'  
SEE SHEET 3 FOR LINE  
AND CURVE TABLES

**STATE ROUTE 55**



**LEGEND**

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 106/47-50

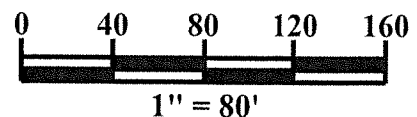


SHEET 1 OF 3

THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).  
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

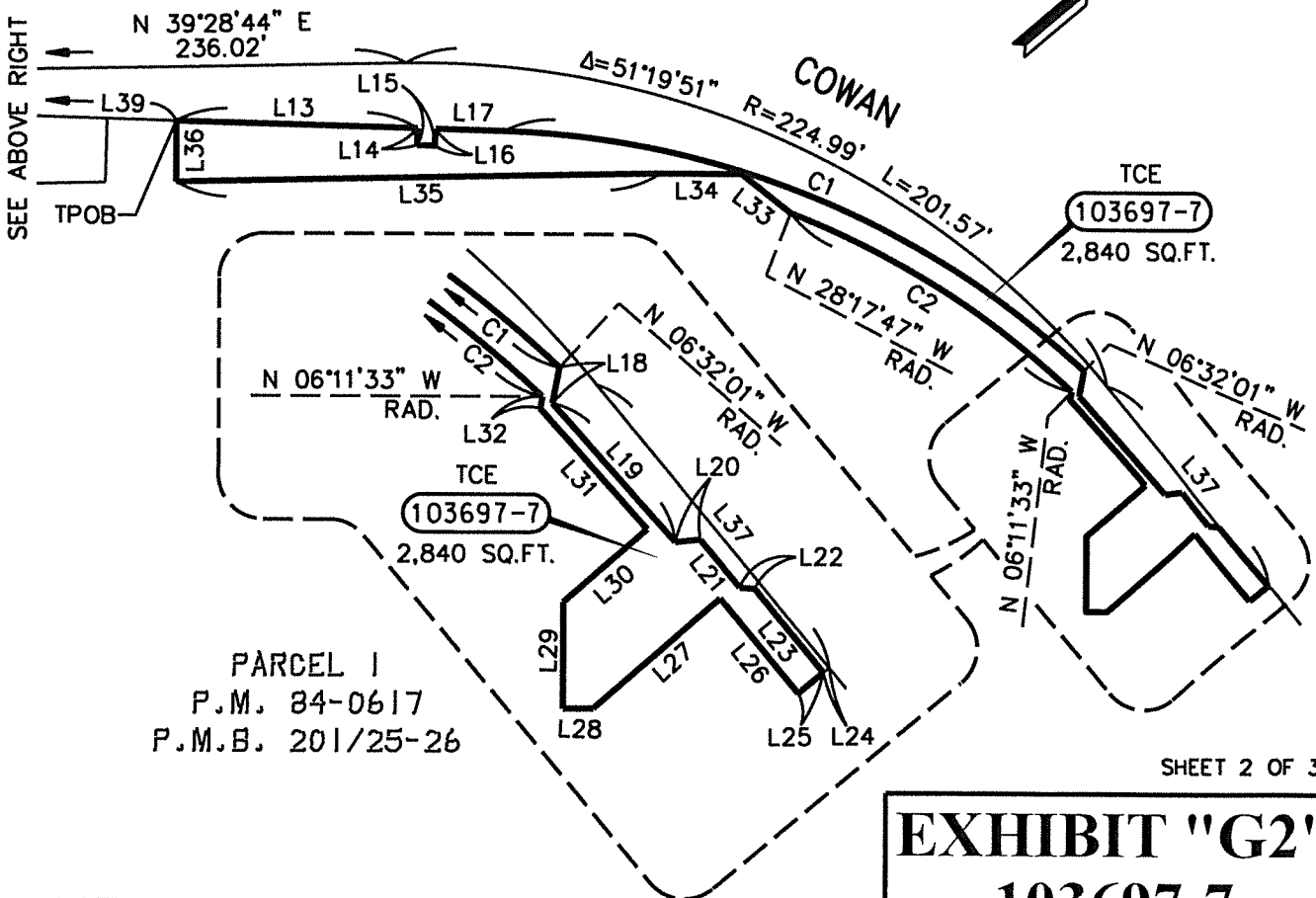
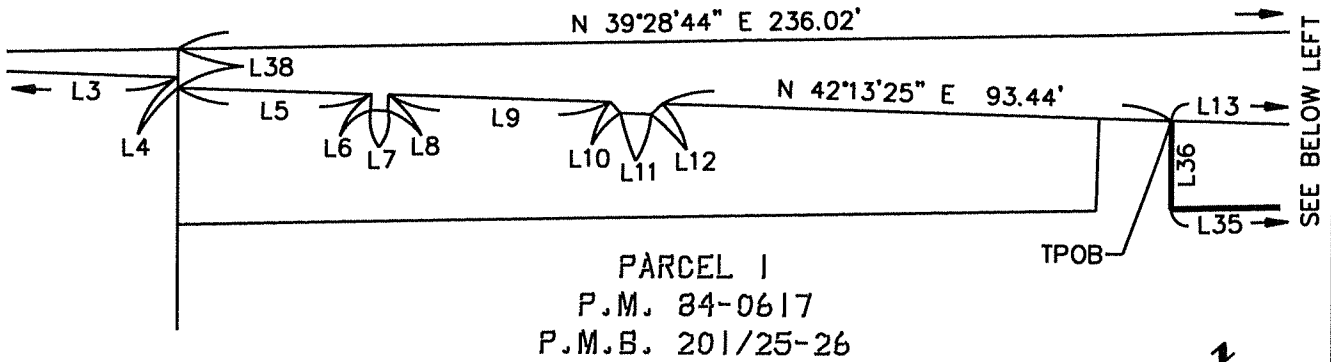
**EXHIBIT "G2"**

**103697-7**



DETAIL 'A'  
NO SCALE

COWAN



SHEET 2 OF 3

**EXHIBIT "G2"**  
**103697-7**

NOTE:  
SEE SHEET 3 FOR LINE  
AND CURVE TABLES

**RESOLUTION NO. 2021-035**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NO. 427-262-06.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 55 ("SR-55") Improvement Project between Interstate 405 and Interstate 5, a right-of-way for freeway purposes and all public uses appurtenant thereto (the "Project"); and

**WHEREAS**, the Project is intended to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

**WHEREAS**, the Project requires the acquisition of property interests from public and private parties; and

**WHEREAS**, the Project will be a transportation improvement project serving the public interest; and

**WHEREAS**, subsection (a) of the California Public Utilities Code section 130220.5 authorizes the Authority to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

**WHEREAS**, portions of the real property located at 17771 and 17781 Cowan, in the City of Irvine, California ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a partial fee acquisition as described and depicted in Exhibit "A" attached hereto (Parcel 103698-1), a temporary construction easement as described and depicted in Exhibit "B" attached hereto (Parcel 103698-2), and a temporary construction easement as described and depicted in Exhibit "C" attached hereto (Parcel 103698-3) (collectively, "Property Interests"); and

**WHEREAS**, if such access currently exists, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

**WHEREAS**, the Authority communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on March 26, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

**WHEREAS**, the Authority provided written notice to the City of Irvine as required by subsection (c) of California Public Utilities Code section 130220.5; and

**WHEREAS**, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to the Authority's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for April 26, 2021, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

**WHEREAS**, said hearing has been held by the Authority's Board of Directors; and

**WHEREAS**, the Authority may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

**NOW, THEREFORE, BE IT RESOLVED**, by at least a two-thirds vote of the Authority's Board of Directors under Code of Civil Procedure sections 1240.030 and 1245.230, the Authority does hereby find and determine as follows:

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

Section 2. Compliance with California Code of Civil Procedure. There has been compliance by the Authority with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.

Section 3. Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. Subsection (a) of California Public Utilities Code section 130220.5 authorizes the Authority to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The proposed Project is necessary to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5. Description of Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "A" through "C" attached hereto and incorporated herein by reference.

Section 6. Findings. The Authority hereby finds, determines, and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The Property Interests sought to be acquired are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the Property Interests are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent portions of the real property to be acquired for the Project are currently devoted to or held for some public use, the Authority intends to acquire substitute property pursuant to California Code of Civil Procedure sections 1240.320 and 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the Project. The substitute property may be conveyed by the Authority to the owner(s) of the necessary property.



Section 9. Authority to Exercise Eminent Domain. The Authority is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. The Authority's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of the Authority by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit the Authority to take possession of the Property Interests at the earliest possible time.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

---

ANDREW DO, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-035, by the following votes:

AYES:

NOES:

ABSENT:

---

ANDREA WEST  
INTERIM CLERK OF THE BOARD

EXHIBIT "A"

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**Parcel 103698-1: FEE**

That portion of Parcel 1, in the City of Irvine, County of Orange, State of California, as shown on a map filed in Book 106, Pages 47 through 50 of Parcel Maps, in the office of the County Recorder of said County, lying northwesterly of the following described line:

**BEGINNING** at a point in that certain course shown as having a bearing of North 70°09'29" East, and a length of 228.25 feet in the northerly line of said Parcel 1, distant thereon North 70°08'55" East 2.27 feet from the westerly terminus of said certain course; thence leaving said certain course, South 44°00'32" West, 97.12 feet; thence South 45°59'28" East, 0.75 feet; thence South 44°00'32" West, 4.50 feet; thence North 45°59'28" West, 0.75 feet; thence South 44°00'32" West, 65.74 feet; thence South 42°13'25" West, 109.82 feet; thence South 47°46'35" East, 0.75 feet; thence South 42°13'25" West, 4.50 feet; thence North 47°46'35" West, 0.75 feet; thence South 42°13'25" West, 121.13 feet to the southerly line of said Parcel 1, said southerly line also being the northerly line of Cowan Street, 50.00 feet wide, as shown on said Parcel Map.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 19 FEB 2020



DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)

**LEGEND:**

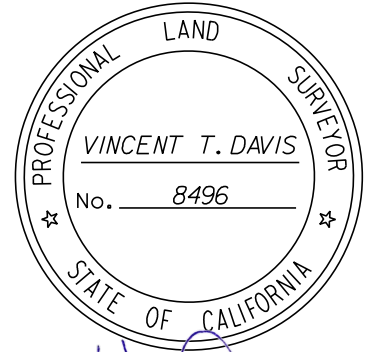
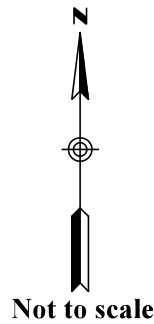
||||| = ACCESS PROHIBITED  
 P.O.B. = POINT OF BEGINNING

**CURVE DATA:**

NO.	RADIUS	$\Delta$	LENGTH
CI	274.99'	06°01'28"	28.92'

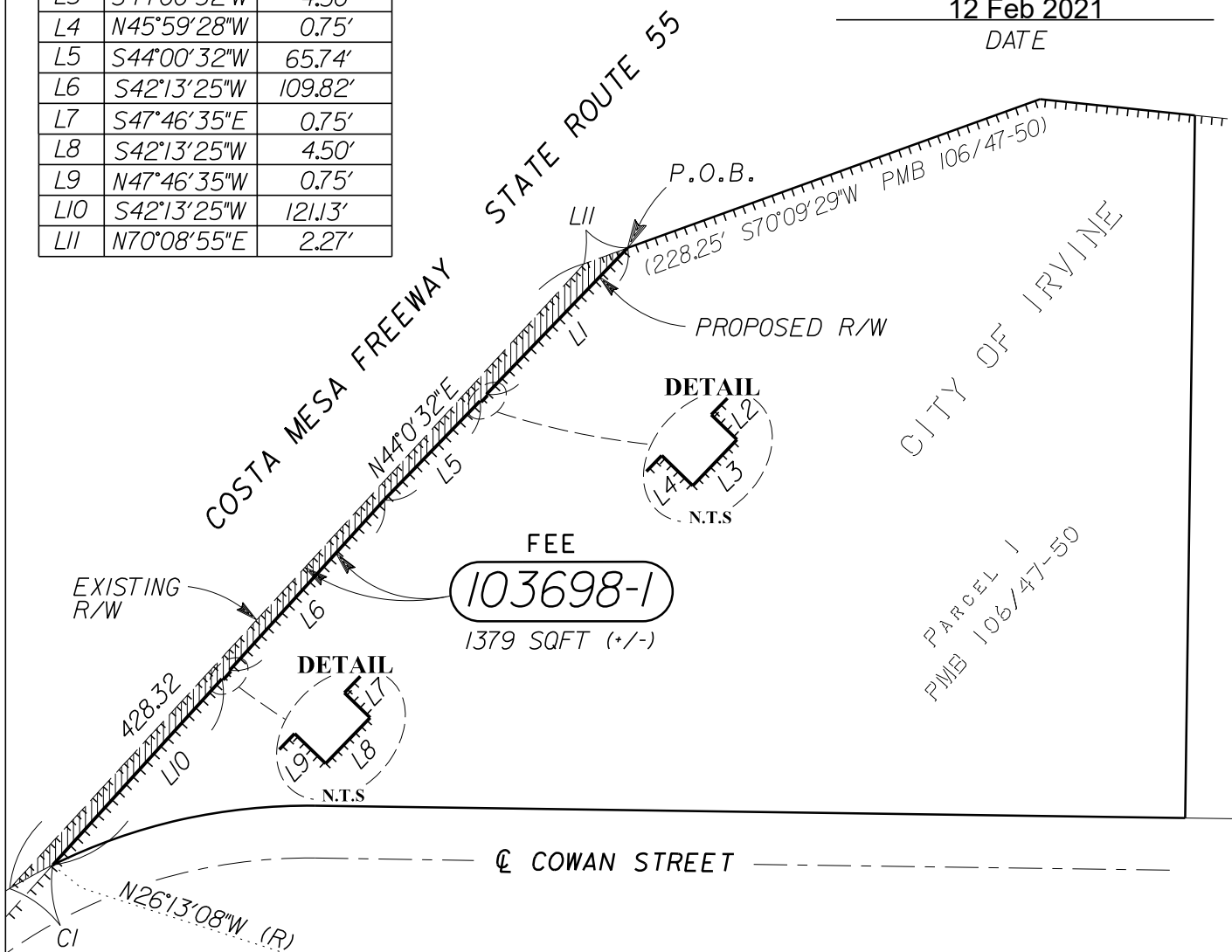
**LINE DATA:**

NO.	BEARING	DISTANCE
L1	S44°00'32"W	97.12'
L2	S45°59'28"E	0.75'
L3	S44°00'32"W	4.50'
L4	N45°59'28"W	0.75'
L5	S44°00'32"W	65.74'
L6	S42°13'25"W	109.82'
L7	S47°46'35"E	0.75'
L8	S42°13'25"W	4.50'
L9	N47°46'35"W	0.75'
L10	S42°13'25"W	121.13'
L11	N70°08'55"E	2.27'



*Vincent T. Davis*  
 VINCENT T. DAVIS

12 Feb 2021  
 DATE



**EXHIBIT "A1"**

(Page 1 of 1)

COUNTY: ORA  
 RTE: 55  
 P.M.: 6.8

NOT TO SCALE  
 DATE: FEB 2021

**PARCEL:**  
**103698-1**

APN: 427-262-06

EXHIBIT "B"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 427-262-06**

**Caltrans Parcel No.: 103698-2**

This non-exclusive temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the Rights and Limitations set forth below ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, provided however, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period").

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- Reasonable pedestrian and vehicular access to the property shall be maintained at all times.
- Access to the TCE area shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "B1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103698-2**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 427-262-06

THAT PORTION OF PARCEL 1, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 50.00 FEET WIDE, SAID POINT BEING THE WESTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 89°10'48" W, 975.41'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 249.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 00°48'35" EAST;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID CENTERLINE OF COWAN AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°01'43", AN ARC LENGTH OF 117.93 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN AND ALONG A LINE RADIAL TO SAID CURVE NORTH 26°13'08" WEST, 25.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF COWAN, SAID POINT BEING ON A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 274.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 26°13'08" WEST;

THENCE LEAVING SAID RADIAL LINE AND SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND NON-TANGENT TO SAID CURVE NORTH 42°13'25" EAST, 121.13 FEET;

THENCE SOUTH 47°46'35" EAST, 0.75 FEET;

THENCE NORTH 42°13'25" EAST, 4.50 FEET;

THENCE NORTH 47°46'35" WEST, 0.75 FEET;

THENCE NORTH 42°13'25" EAST, 109.82 FEET;

THENCE NORTH 44°00'32" EAST, 65.74 FEET;

THENCE SOUTH 45°59'28" EAST, 0.75 FEET;

THENCE NORTH 44°00'32" EAST, 4.50 FEET;

THENCE NORTH 45°59'28" WEST, 0.75 FEET;

THENCE NORTH 44°00'32" EAST, 97.12 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL 1;



THENCE ALONG SAID NORTHWESTERLY LINE NORTH 70°08'55" EAST, 25.05 FEET;

THENCE LEAVING SAID NORTHWESTERLY LINE SOUTH 19°51'05" EAST, 10.00 FEET;

THENCE SOUTH 70°08'55" WEST, 24.99 FEET;

THENCE SOUTH 44°00'32" WEST, 10.64 FEET;

THENCE NORTH 45°59'28" WEST, 2.50 FEET;

THENCE SOUTH 44°00'32" WEST, 123.50 FEET;

THENCE SOUTH 45°59'28" EAST, 1.50 FEET;

THENCE SOUTH 44°00'32" WEST, 11.95 FEET;

THENCE NORTH 45°59'28" WEST, 1.50 FEET;

THENCE SOUTH 44°00'32" WEST, 16.81 FEET;

THENCE SOUTH 42°13'25" WEST, 163.42 FEET;

THENCE SOUTH 47°46'35" EAST, 1.50 FEET;

THENCE SOUTH 42°13'25" WEST, 11.95 FEET;

THENCE NORTH 47°46'35" WEST, 1.50 FEET;

THENCE SOUTH 42°13'25" WEST, 32.77 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 292.50 FEET, A RADIAL LINE TO SAID BEGINNING OF CURVE BEARS NORTH 25°33'29" WEST, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°42'15" AN ARC LENGTH OF 75.07 FEET;

THENCE NON-TANGENT TO SAID CURVE SOUTH 05°27'47" WEST, 12.41 FEET TO SAID NORTHWESTERLY RIGHT-OF-WAY LINE, SAID POINT BEING ON SAID NON-TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 274.99 FEET, A RADIAL LINE TO SAID POINT ON CURVE BEARS NORTH 05°56'29" WEST;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°50'57" AN ARC LENGTH OF 80.87 FEET TO THE SOUTHWESTERLY PROLONGATION OF THE AFOREMENTIONED COURSE DESCRIBED AS "SOUTH 42°13'25" WEST, 32.77 FEET";

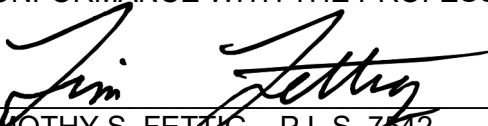
THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND NON-TANGENT TO SAID CURVE ALONG SAID SOUTHWESTERLY PROLONGATION NORTH 42°13'25" EAST, 12.09 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 654 SQUARE FEET OR 0.015 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

2/21/20

DATE



## A circular seal for a Professional Land Surveyor in the State of California. The outer ring contains the text "PROFESSIONAL LAND SURVEYOR" at the top and "STATE OF CALIFORNIA" at the bottom, separated by two stars. The inner circle contains the name "TIMOTHY S. FETTING" and the number "No. 7542".

*Tim Fettig*  
TIMOTHY S. FETTIG, P.L.S.

TIMOTHY S. FETTIG P.L.S. 7542 DATE

SEE SHEET 2 FOR DETAIL 'A',  
LINE AND CURVE TABLES



- SEE DETAIL 'A'  
ON SHEET 2

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 106/47-50

POR. PARCEL 1  
P.M.B. 106/47-50

APN 427-262-06

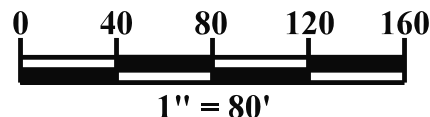
PARCEL 2  
P.M.B. 106/47-50

SHEET 1 OF 2

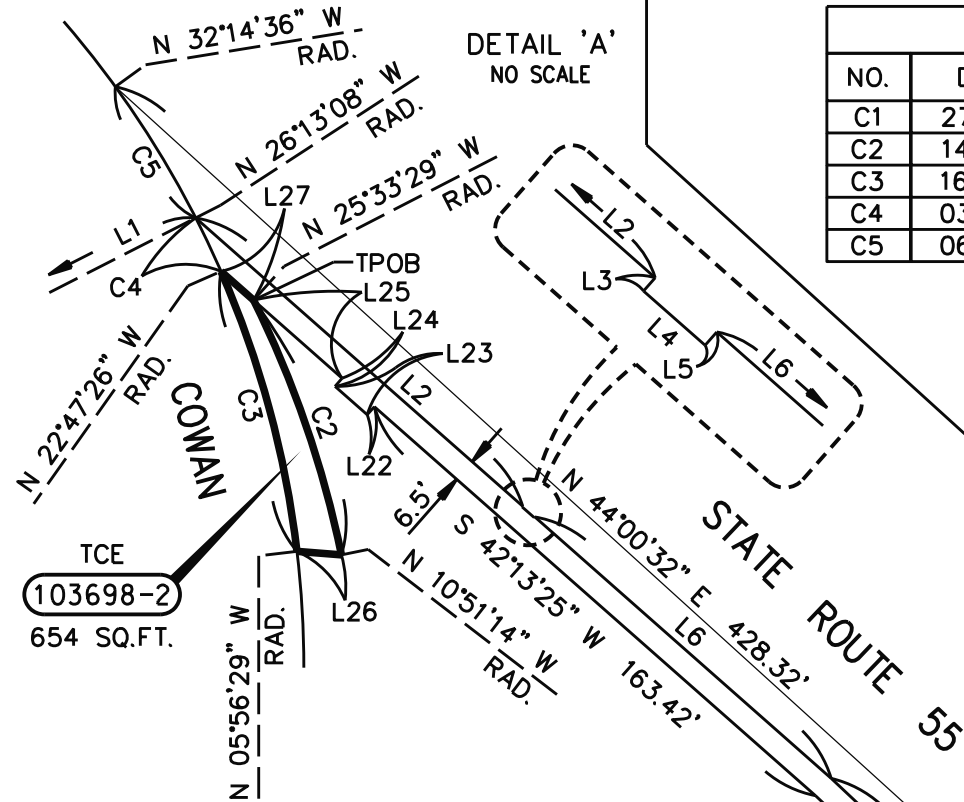
ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

# EXHIBIT "B2"

**103698-2**



CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	27°01'43"	249.99'	117.93'
C2	14°42'15"	292.50'	75.07'
C3	16°50'57"	274.99'	80.87'
C4	03°25'42"	274.99'	16.45'
C5	06°01'28"	274.99'	28.91'



LINE TABLE		
NO.	BEARING	LENGTH
L1	N 26°13'08" W	25.00' RAD.
L2	N 42°13'25" E	121.13'
L3	S 47°46'35" E	0.75'
L4	N 42°13'25" E	4.50'
L5	N 47°46'35" W	0.75'
L6	N 42°13'25" E	109.82'
L7	N 44°00'32" E	65.74'
L8	S 45°59'28" E	0.75'
L9	N 44°00'32" E	4.50'
L10	N 45°59'28" W	0.75'
L11	N 44°00'32" E	97.12'
L12	N 70°08'55" E	25.05'
L13	S 19°51'05" E	10.00'
L14	S 70°08'55" W	24.99'
L15	S 44°00'32" W	10.64'
L16	N 45°59'28" W	2.50'
L17	S 44°00'32" W	123.50'
L18	S 45°59'28" E	1.50'
L19	S 44°00'32" W	11.95'
L20	N 45°59'28" W	1.50'

LINE TABLE con't.		
NO.	BEARING	LENGTH
L21	S 44°00'32" W	16.81'
L22	S 47°46'35" E	1.50'
L23	S 42°13'25" W	11.95'
L24	N 47°46'35" W	1.50'
L25	S 42°13'25" W	32.77'
L26	S 05°27'47" W	12.41'
L27	N 42°13'25" E	12.09'
L28	N 70°08'55" E	2.27'

SHEET 2 OF 2

**EXHIBIT "B2"**  
**103698-2**

EXHIBIT "C"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 427-262-06**

**Caltrans Parcel No.: 103698-3**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "C1" and depicted in Exhibit "C2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the rights and limitations set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twenty-four (24) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining thirty-six (36) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "C1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103698-3**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 427-262-06

THAT PORTION OF PARCEL 1, IN THE CITY OF IRVINE, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 106, PAGES 47 THROUGH 50, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE B.C. OF COWAN, 50.00 FEET WIDE, SAID POINT BEING THE WESTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 89°10'48" W, 975.41'" AS SHOWN ON SAID PARCEL MAP, SAID POINT BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 249.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 00°48'35" EAST;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID CENTERLINE OF COWAN AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°01'43", AN ARC LENGTH OF 117.93 FEET;

THENCE LEAVING SAID CENTERLINE OF COWAN AND ALONG A LINE RADIAL TO SAID CURVE NORTH 26°13'08" WEST, 25.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF COWAN, SAID POINT BEING ON A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 274.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 26°13'08" WEST, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID RADIAL LINE AND SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND NON-TANGENT TO SAID CURVE NORTH 42°13'25" EAST, 121.13 FEET;

THENCE SOUTH 47°46'35" EAST, 0.75 FEET;

THENCE NORTH 42°13'25" EAST, 4.50 FEET;

THENCE NORTH 47°46'35" WEST, 0.75 FEET;

THENCE NORTH 42°13'25" EAST, 109.82 FEET;

THENCE NORTH 44°00'32" EAST, 65.74 FEET;

THENCE SOUTH 45°59'28" EAST, 0.75 FEET;

THENCE NORTH 44°00'32" EAST, 4.50 FEET;

THENCE NORTH 45°59'28" WEST, 0.75 FEET;

THENCE NORTH 44°00'32" EAST, 97.12 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID NORTHWESTERLY LINE NORTH 70°08'55" EAST, 25.05 FEET;  
THENCE LEAVING SAID NORTHWESTERLY LINE SOUTH 19°51'05" EAST, 10.00 FEET;  
THENCE SOUTH 70°08'55" WEST, 24.99 FEET;  
THENCE SOUTH 44°00'32" WEST, 10.64 FEET;  
THENCE NORTH 45°59'28" WEST, 2.50 FEET;  
THENCE SOUTH 44°00'32" WEST, 123.50 FEET;  
THENCE SOUTH 45°59'28" EAST, 1.50 FEET;  
THENCE SOUTH 44°00'32" WEST, 11.95 FEET;  
THENCE NORTH 45°59'28" WEST, 1.50 FEET;  
THENCE SOUTH 44°00'32" WEST, 16.81 FEET;  
THENCE SOUTH 42°13'25" WEST, 163.42 FEET;  
THENCE SOUTH 47°46'35" EAST, 1.50 FEET;  
THENCE SOUTH 42°13'25" WEST, 11.95 FEET;  
THENCE NORTH 47°46'35" WEST, 1.50 FEET;

THENCE SOUTH 42°13'25" WEST, 44.86 FEET TO SAID NORTHWESTERLY RIGHT-OF-WAY LINE, SAID POINT BEING ON SAID NON-TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 274.99 FEET, A RADIAL LINE TO SAID POINT ON CURVE BEARS NORTH 22°47'26" WEST;

THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°25'42" AN ARC LENGTH OF 16.45 FEET TO THE TRUE POINT OF BEGINNING.

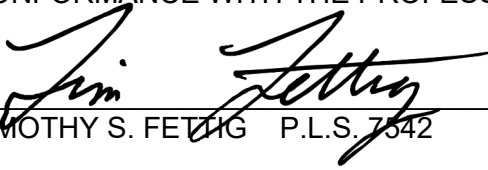
THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 2,864 SQUARE FEET OR 0.066 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "C2", ATTACHED HERETO AND MADE A PART HEREOF.



THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

2/21/20  
DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



PREPARED BY ME OR UNDER MY DIRECTION:

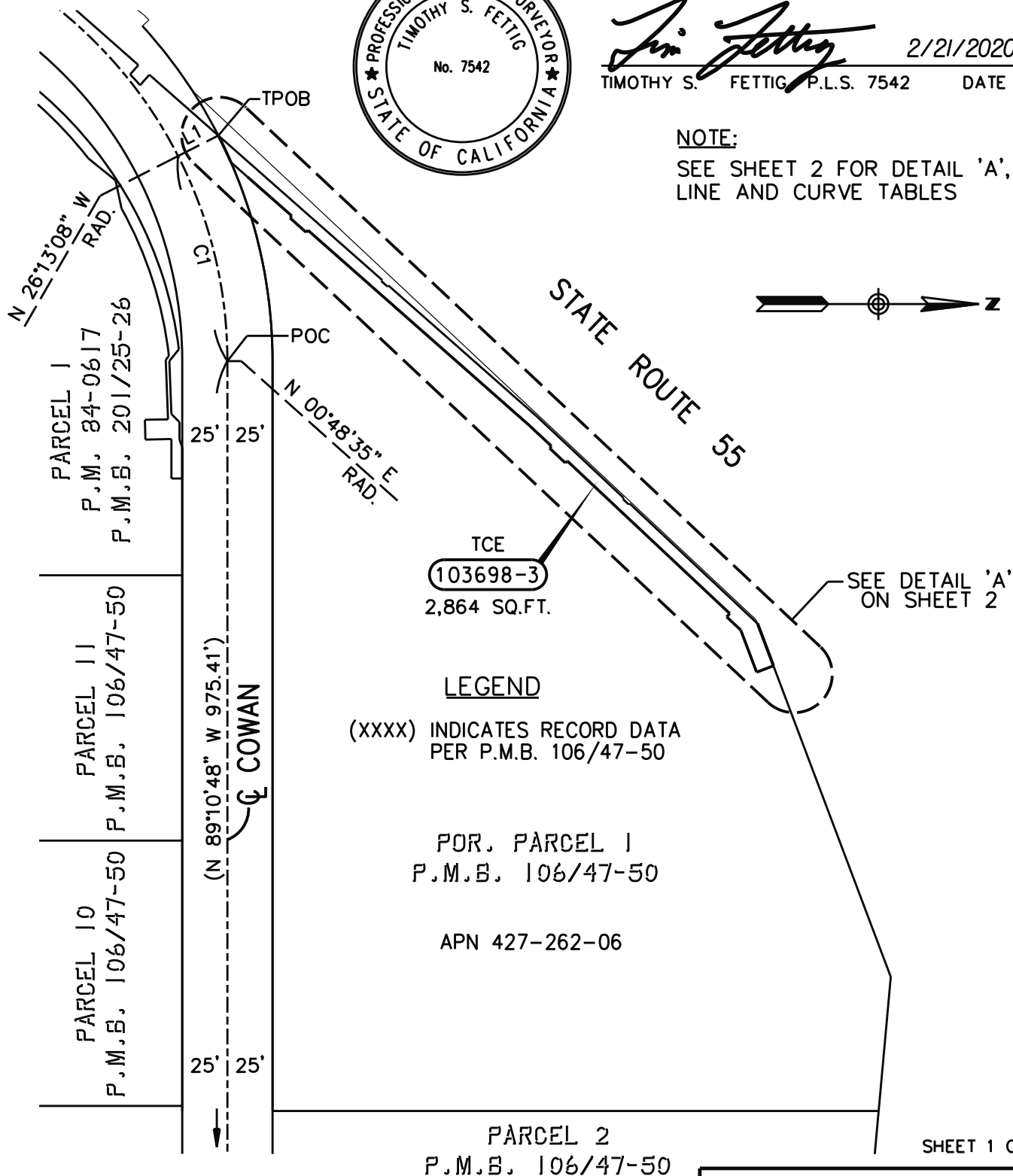
*Tim Fetting*  
TIMOTHY S. FETTIG, P.L.S. 7542

2/21/2020

DATE

NOTE:

SEE SHEET 2 FOR DETAIL 'A',  
LINE AND CURVE TABLES



LEGEND

(XXXX) INDICATES RECORD DATA  
PER P.M.B. 106/47-50

FOR PARCEL I  
P.M.B. 106/47-50

APN 427-262-06

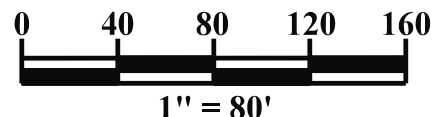
SHEET 1 OF 2

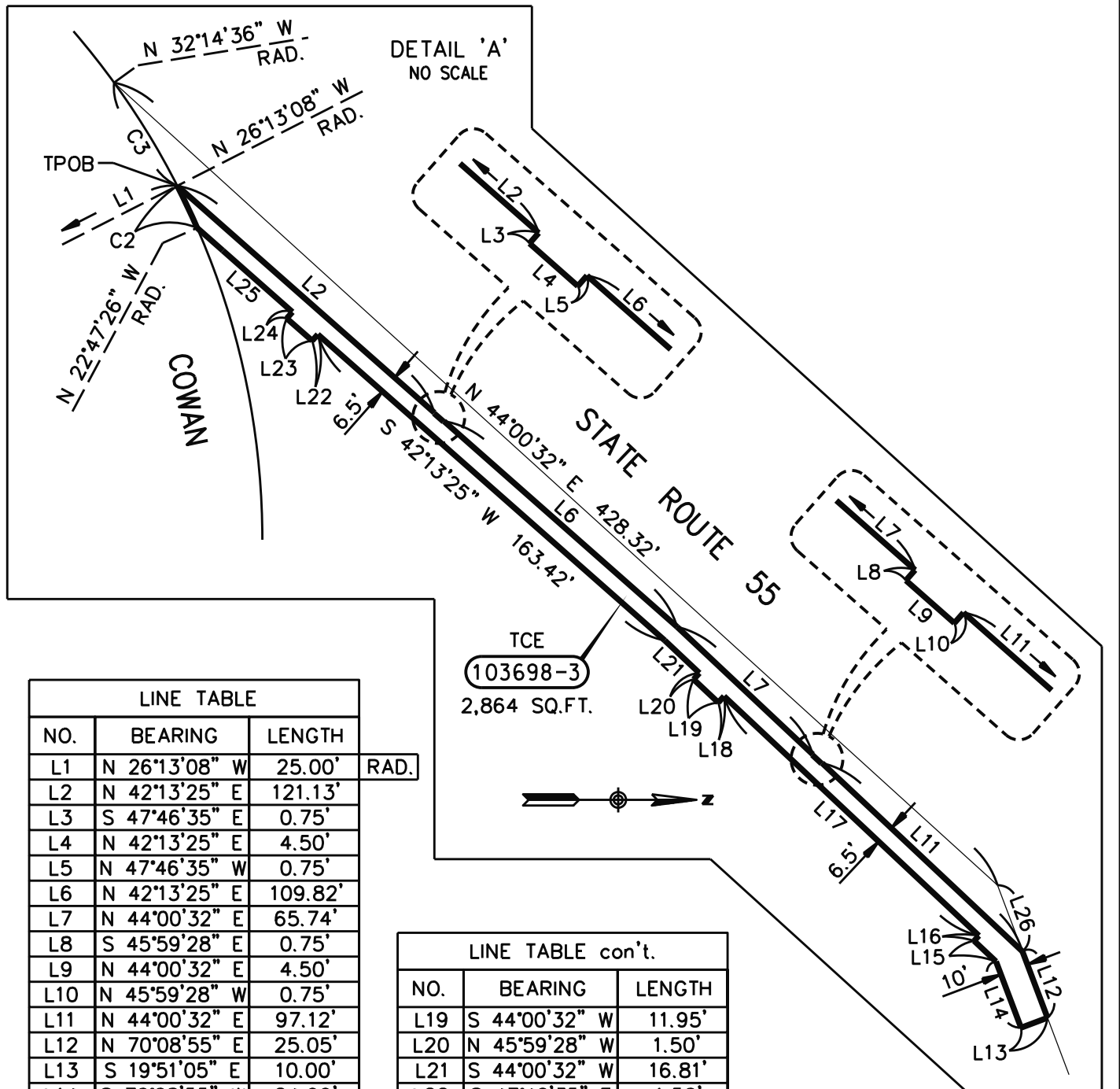
THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).

ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

**EXHIBIT "C2"**

**103698-3**





SHEET 2 OF 2

**EXHIBIT "C2"**  
**103698-3**

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	27°01'43"	249.99'	117.93'
C2	03°25'42"	274.99'	16.45'
C3	06°01'28"	274.99'	28.91'

**RESOLUTION NO. 2021-036**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NOS. 430-031-03 and 430-031-09.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 55 ("SR-55") Improvement Project between Interstate 405 and Interstate 5, a right-of-way for freeway purposes and all public uses appurtenant thereto (the "Project"); and

**WHEREAS**, the Project is intended to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

**WHEREAS**, the Project requires the acquisition of property interests from public and private parties; and

**WHEREAS**, the Project will be a transportation improvement project serving the public interest; and

**WHEREAS**, subsection (a) of the California Public Utilities Code section 130220.5 authorizes the Authority to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

**WHEREAS**, portions of the real property located at 1717 E. Dyer Road and 2626 Pullman Street, in the City of Santa Ana, California ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a three partial fee acquisitions as collectively described and depicted in Exhibit "A" attached hereto (Parcel Nos. 103715-1, 103715-2 and 103715-3), a temporary construction easement as described and depicted in Exhibit "B" attached hereto (Parcel 103715-4), a temporary construction easement as described and depicted in Exhibit "C" attached hereto (Parcel 103715-5), a temporary construction easement as described and depicted in Exhibit "D" attached hereto (Parcel 103715-6), and a permanent utility easement as described and depicted in Exhibit "E" attached hereto (Parcel 103715-7) (collectively, "Property Interests"); and

**WHEREAS**, if such access currently exists, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

**WHEREAS**, the Authority communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on March 26, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

**WHEREAS**, the Authority provided written notice to the City of Santa Ana as required by subsection (c) of California Public Utilities Code section 130220.5; and

**WHEREAS**, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to the Authority's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for April 26, 2021, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

**WHEREAS**, said hearing has been held by the Authority's Board of Directors; and

**WHEREAS**, the Authority may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

**NOW, THEREFORE, BE IT RESOLVED**, by at least a two-thirds vote of the Authority's Board of Directors under Code of Civil Procedure sections 1240.030 and 1245.230, the Authority does hereby find and determine as follows:

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

Section 2. Compliance with California Code of Civil Procedure. There has been compliance by the Authority with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.

Section 3. Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. Subsection (a) of California Public Utilities

Code section 130220.5 authorizes the Authority to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The proposed Project is necessary to enhance road safety, increase freeway capacity, and improve traffic and interchange operations by adding travel and high occupancy vehicle (HOV) lanes in each direction; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5. Description of Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "A" through "E" attached hereto and incorporated herein by reference.

Section 6. Findings. The Authority hereby finds, determines, and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The Property Interests sought to be acquired are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the Property Interests are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent portions of the real property to be acquired for the Project are currently devoted to or held for some public use, the Authority intends to acquire substitute property pursuant to California Code of Civil Procedure sections 1240.320 and 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the Project. The substitute property may be conveyed by the Authority to the owner(s) of the necessary property.

Section 9. Authority to Exercise Eminent Domain. The Authority is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. The Authority's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of the Authority by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit the Authority to take possession of the Property Interests at the earliest possible time.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

---

ANDREW DO, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-036, by the following votes:

AYES:

NOES:

ABSENT:

---

ANDREA WEST  
INTERIM CLERK OF THE BOARD



EXHIBIT "A"

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**Parcel 103715-1:** FEE

That portion of Parcel 2, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 61, Page 22 of Parcel Maps, in the office of the County Recorder of said County, lying northwesterly of the following described line:

**COMMENCING** at the northeasterly terminus of that certain course shown on said map as having a bearing of North 36°20'54" East and a length of 861.86 feet on the northwesterly line of said Parcel 2; thence along said northwesterly line, South 36°22'15" West 69.87 feet to the **POINT OF BEGINNING**; thence leaving said northwesterly line the following courses;

- 1) North 39°30'13" East 19.29 feet; thence,
- 2) North 39°49'52" East 127.33 feet; thence,
- 3) South 50°10'08" East 2.50 feet; thence,
- 4) North 39°49'52" East 5.00 feet; thence,
- 5) North 50°10'08" West 2.50 feet; thence,
- 6) North 39°49'52" East 175.20 feet; thence,
- 7) South 50°10'08" East 2.00 feet; thence,
- 8) North 39°06'18" East 5.00 feet; thence,
- 9) North 50°10'08" West 1.94 feet; thence,
- 10) North 39°49'52" East 144.50 feet to the northeasterly line of said Parcel 2.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

**Parcel 103715-2:** FEE

That portion of Parcel 2, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 61, Page 22 of Parcel Maps, in the office of the County Recorder of said County, described as follows:

**COMMENCING** at the northeasterly terminus of that certain course shown on said map as having a bearing of North 36°20'54" East and a length of 861.86 feet on the northwesterly line of said Parcel 2; thence along said northwesterly line,

South 36°22'15" West 98.29 feet to the **POINT OF BEGINNING**; thence leaving said northwesterly line, South 50°29'47" East 0.95 feet; thence South 39°30'13" West 5.00 feet; thence North 50°29'47" West 0.67 feet to said northwesterly line; thence along said northwesterly line, North 36°22'15" East 5.01 feet to the **POINT OF BEGINNING**.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR'S remaining property, in and to the freeway.

**Parcel 103715-3: FEE**

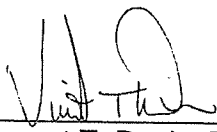
That portion of Parcel 2, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 69, Page 26 of Parcel Maps, in the office of the County Recorder of said County, lying southerly of the following described line:

**COMMENCING** at the northerly terminus of that certain course shown as having a bearing of North 22°53'30" West and a length of 196.09 feet on the westerly line of said Parcel 2; thence along said westerly line, South 22°53'37" East 173.89 feet to the **POINT OF BEGINNING**; thence leaving said westerly line, South 88°08'24" East 38.43 feet to the beginning of a tangent curve, concave southerly and having a radius of 129.17 feet; thence easterly, 50.36 feet along said curve through a central angle of 22°20'23" to the beginning of a reverse curve, concave northerly and having a radius of 109.79 feet, a radial bearing to beginning of said curve bears South 24°12'00" West; thence easterly, 43.02 feet along said curve through a central angle of 22°26'59" to the southerly line of said Parcel 2.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 09 Mar 2021





DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND = GRID/COMBINED FACTOR)

**LEGEND:**

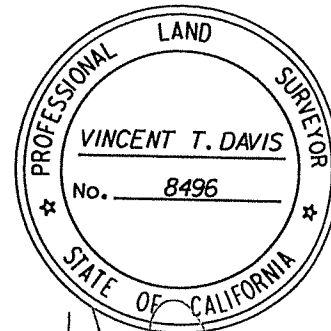
	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING
CL	CENTERLINE
(R)	RADIAL
N.T.S.	NOT TO SCALE

**CURVE DATA:**

NO.	RADIUS	$\Delta$	LENGTH
C1	129.17'	22°20'23"	50.36'
C2	109.79'	22°26'59"	43.02'

**LINE DATA:**

NO.	BEARING	DISTANCE
L1	S36°22'15"W	69.87'
L2	N39°30'13"E	19.29'
L3	N39°49'52"E	127.33'
L4	S50°10'08"E	2.50'
L5	N39°49'52"E	5.00'
L6	N50°10'08"W	2.50'
L7	N39°49'52"E	175.20'
L8	S50°10'08"E	2.00'
L9	N39°06'18"E	5.00'
L10	N50°10'08"W	1.94'
L11	N39°49'52"E	144.50'
L12	S49°23'50"E	9.26'
L13	S39°06'18"W	406.74'
L14	S36°22'15"W	98.29'
L15	S50°29'47"E	0.95'
L16	S39°30'13"W	5.00'
L17	N50°29'47"W	0.67'
L18	N36°22'15"E	5.01'
L19	S22°53'37"E	173.89'
L20	S88°08'24"E	38.43'
L21	N88°15'00"W	121.09'
L22	N22°53'37"W	20.00'



*Vincent T. Davis*

VINCENT T. DAVIS

09 Mar 2021

DATE

**EXHIBIT "A1"**

(Page 2 of 2)

COUNTY: ORA  
 RTE: 55  
 P.M.: 7.9 - 8.1

NOT TO SCALE  
 DATE: MAR 2021

**PARCELS:**  
**103715-1, -2 & -3**

APN's: 430-031-03 &  
 430-031-09

EXHIBIT "B"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-031-03**

**Caltrans Parcel No.: 103715-4**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twenty-four (24) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining thirty-six (36) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.



**EXHIBIT "B1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103715-4**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-031-03

THAT PORTION OF PARCEL 2, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 61, PAGE 22, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE E.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHWESTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°06'25" E, 400.00'" AS SHOWN ON SAID PARCEL MAP;

THENCE ALONG SAID CENTERLINE OF PULLMAN STREET NORTH 39°06'18" EAST, 251.30 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET NORTH 50°53'42" WEST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET;

THENCE NORTH 39°06'18" EAST, 5.00 FEET ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE NORTH 50°10'08" WEST, 1.94 FEET;

THENCE NORTH 39°49'52" EAST, 144.50 FEET;

THENCE SOUTH 49°23'50" EAST, 0.11 FEET TO SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET;

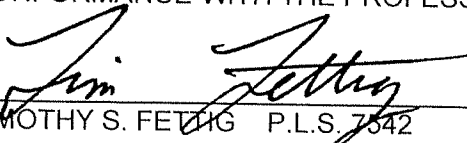
THENCE SOUTH 39°06'18" WEST, 144.51 FEET ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL 103712-4 CONTAINS A TOTAL GRID AREA 148 SQUARE FEET OR 0.003 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

12/16/19

DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION



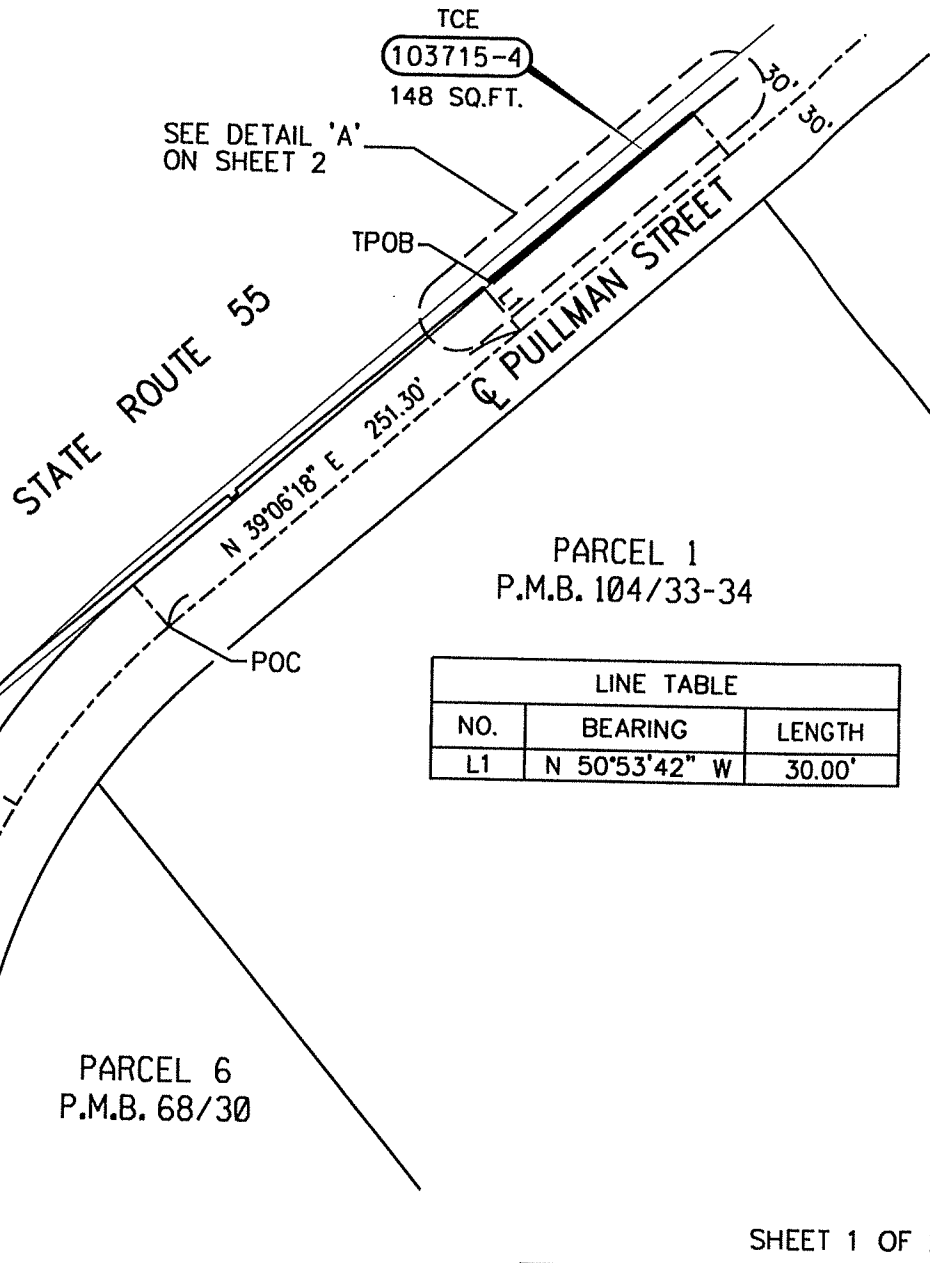
PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting*  
TIMOTHY S. FETTING

12/16/19

P.L.S. 7542 DATE

SEE SHEET 2



LINE TABLE		
NO.	BEARING	LENGTH
L1	N 50°53'42" W	30.00'

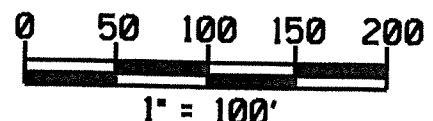
SHEET 1 OF 2

THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).

ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

EXHIBIT "B2"

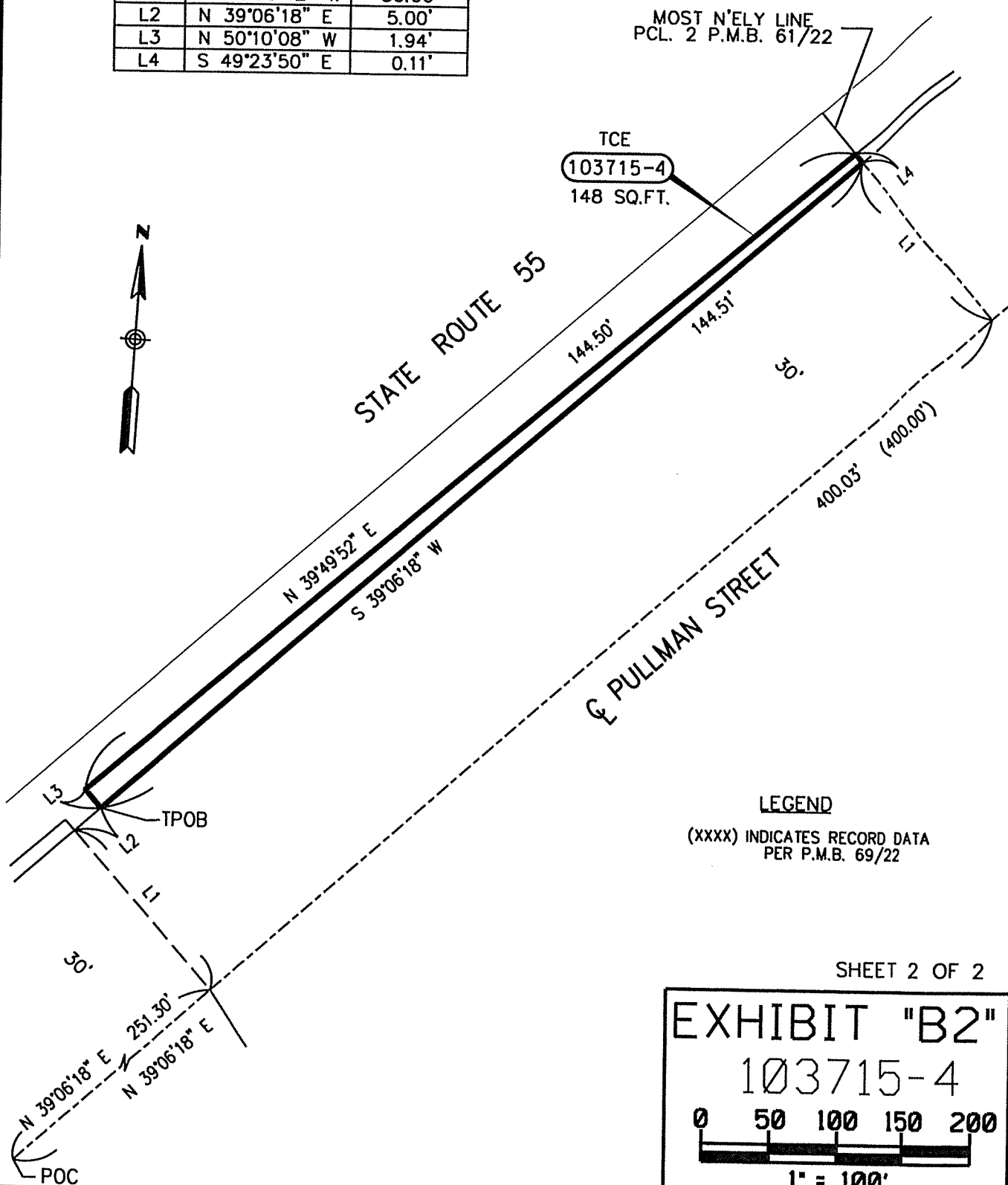
103715-4



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

DETAIL 'A'  
N.T.S.

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 50°53'42" W	30.00'
L2	N 39°06'18" E	5.00'
L3	N 50°10'08" W	1.94'
L4	S 49°23'50" E	0.11'



SHEET 2 OF 2

EXHIBIT "B2"

103715-4

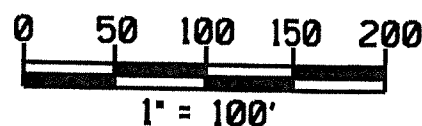


EXHIBIT "C"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-031-03**

**Caltrans Parcel No.: 103715-5**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "C1" and depicted in Exhibit "C2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twenty-four (24) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining thirty-six (36) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "C1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103715-5**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-031-03

THAT PORTION OF PARCEL 2, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 61, PAGE 22, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE E.C. OF PULLMAN STREET, 60.00 FEET WIDE, SAID POINT BEING THE SOUTHWESTERLY TERMINUS OF THAT COURSE DESCRIBED AS "N 39°06'25" E, 400.00'" AS SHOWN ON SAID PARCEL MAP;

THENCE ALONG SAID CENTERLINE OF PULLMAN STREET NORTH 39°06'18" EAST, 251.30 FEET;

THENCE LEAVING SAID CENTERLINE OF PULLMAN STREET NORTH 50°53'42" WEST, 30.00 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE NORTH 50°10'08" WEST, 2.00 FEET;

THENCE SOUTH 39°49'52" WEST, 175.20 FEET;

THENCE SOUTH 50°10'08" EAST, 2.50 FEET;

THENCE SOUTH 39°49'52" WEST, 5.00 FEET;

THENCE NORTH 50°10'08" WEST, 2.50 FEET;

THENCE SOUTH 39°49'52" WEST 127.33 FEET;

THENCE SOUTH 39°30'13" WEST 19.29 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL 2;

THENCE SOUTH 36°22'15" WEST 28.42 FEET ALONG SAID NORTHWESTERLY LINE;

THENCE LEAVING SAID NORTHWESTERLY LINE SOUTH 50°29'47" EAST 0.95 FEET;

THENCE SOUTH 39°30'13" WEST 5.00 FEET;

THENCE NORTH 50°29'47" WEST 0.67 FEET TO SAID NORTHWESTERLY LINE OF SAID PARCEL 2;

THENCE SOUTH 36°22'15" WEST 58.06 FEET ALONG SAID NORTHWESTERLY LINE;

THENCE LEAVING SAID NORTHWESTERLY LINE NORTH 39°30'13" EAST 110.63 FEET;

THENCE NORTH 39°49'52" EAST, 71.02 FEET TO SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET,

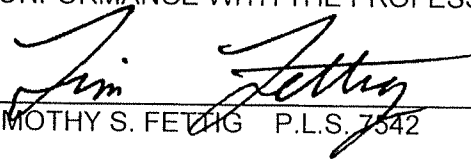
THENCE NORTH 39°06'18" EAST 236.52 FEET ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID PULLMAN STREET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL 103715-5 CONTAINS A TOTAL GRID AREA 1,491 SQUARE FEET OR 0.034 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "C2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

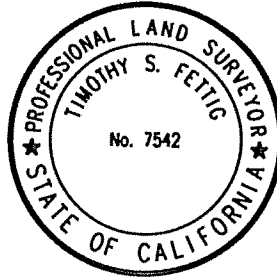
  
TIMOTHY S. FETTING P.L.S. 7542

9/25/20  
DATE





PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

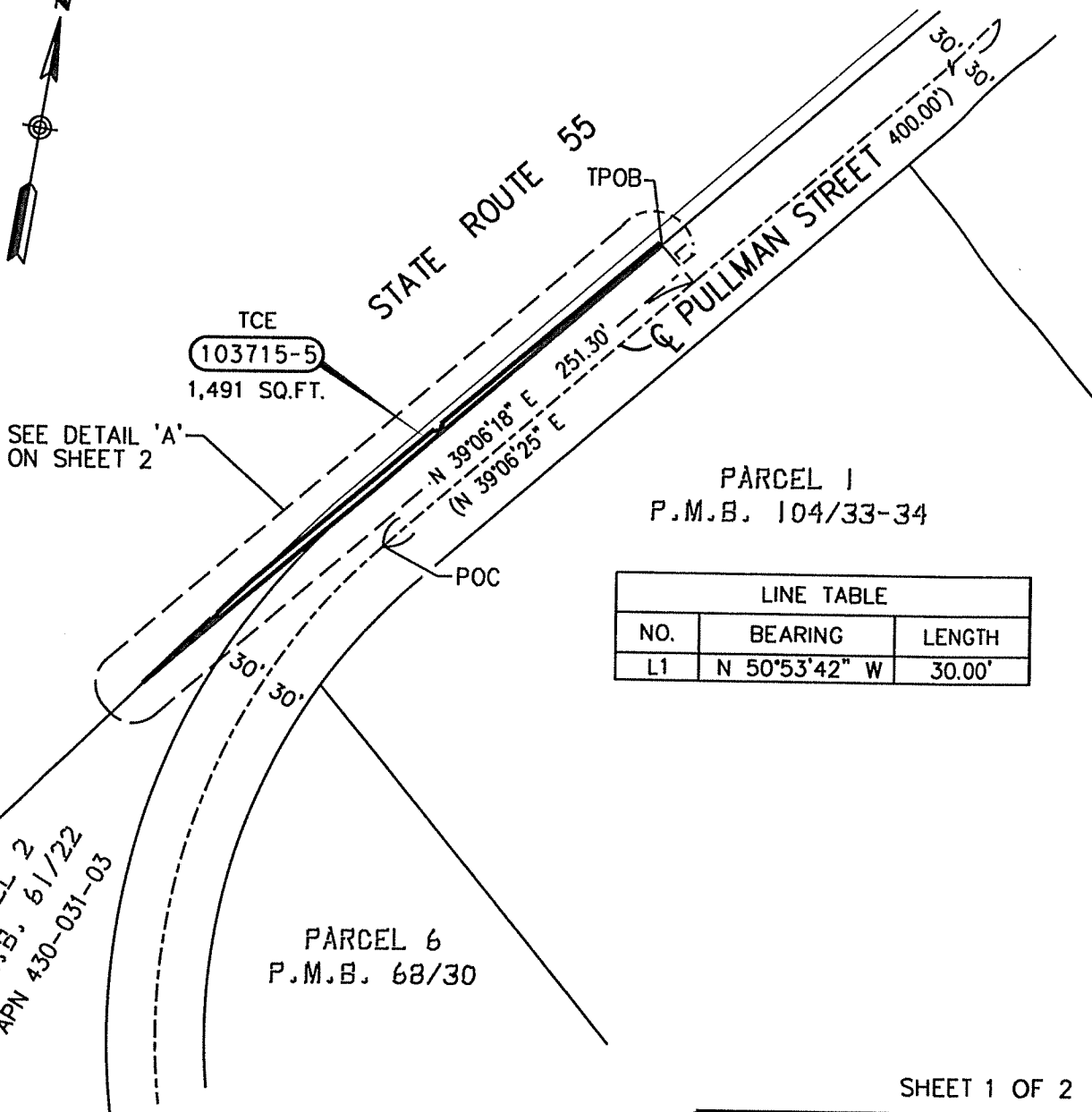


PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting*  
TIMOTHY S. FETTING P.L.S. 7542

9/25/20

DATE



SEE DETAIL 'A'  
ON SHEET 2

PARCEL 1  
P.M.B. 104/33-34

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 50°53'42" W	30.00'

SHEET 1 OF 2

THE BEARINGS AND DISTANCES SHOWN ARE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH O.C.S. GPS ADJUSTMENT). ALL DISTANCES SHOWN ARE GRID DISTANCES. DIVIDE THE GRID DISTANCES SHOWN BY 0.99997834 TO OBTAIN GROUND DISTANCES.

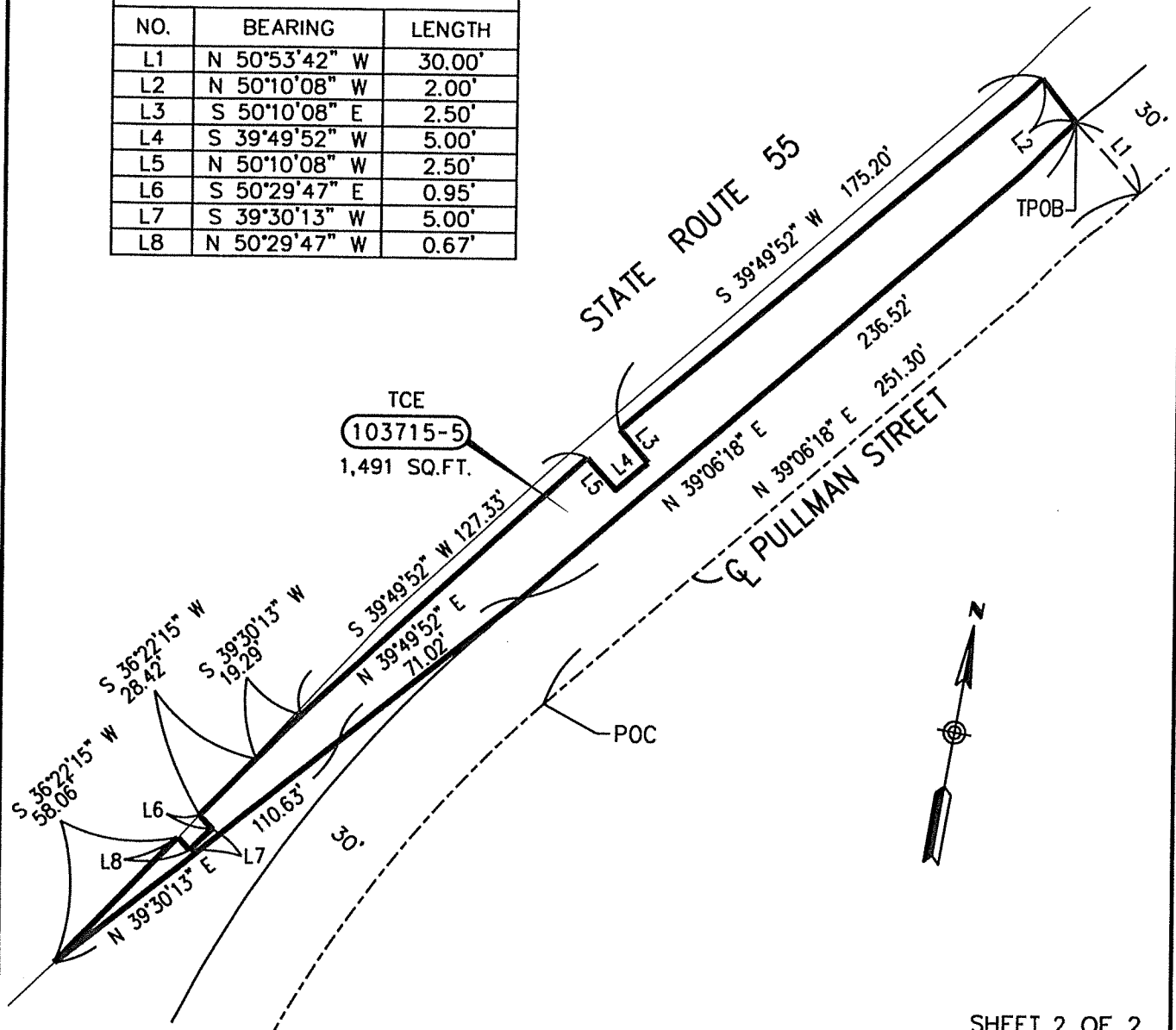
**EXHIBIT "C2"**

**103715-5**

1" = 100'

DETAIL 'A'  
N.T.S.

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 50°53'42" W	30.00'
L2	N 50°10'08" W	2.00'
L3	S 50°10'08" E	2.50'
L4	S 39°49'52" W	5.00'
L5	N 50°10'08" W	2.50'
L6	S 50°29'47" E	0.95'
L7	S 39°30'13" W	5.00'
L8	N 50°29'47" W	0.67'



SHEET 2 OF 2

EXHIBIT "C2"

103715-5



1" = 100'

EXHIBIT "D"

**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 430-031-09**

**Caltrans Parcel No.: 103715-6**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "D1" and depicted in Exhibit "D2" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 55 Improvement Project. The TCE shall be for a period of sixty (60) months, a portion of which shall be exclusive (subject to the Rights and Limitations of Use and Occupancy set forth below) and a portion of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of eighteen (18) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-two (42) months of the TCE period will be non-exclusive.

**Rights and Limitations of Use and Occupancy of TCE:**

- OCTA shall provide the owner(s) and occupant(s) of the property subject to this TCE a minimum of thirty (30)-days' written notice as to when the Construction Period will commence.
- During the Construction Period, OCTA may place a temporary fence around the TCE area.
- Access to the TCE area by OCTA shall be from the public right of way.
- Improvements within the TCE area will be removed as needed by OCTA to allow for construction activities. Any and all improvements so removed shall be included in the compensation paid by OCTA for this TCE.
- Light standard to be protected in place.
- Prior to the termination of the Construction Period, OCTA will remove from the TCE area all construction equipment and materials, any temporary improvements, and all construction-related debris. The TCE area will be graded and compacted. Functionally equivalent pavement material will be installed by OCTA to restore the TCE area to a similar condition that existed prior to commencement of the construction activities.

OCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

**EXHIBIT "D1"**  
**LEGAL DESCRIPTION**

**CALTRANS PARCEL NO. 103715-6**

**TEMPORARY CONSTRUCTION EASEMENT**

APN 430-031-09

THAT PORTION OF PARCEL 2, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 69, PAGE 26, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF DYER ROAD, 104.00 FEET WIDE, AND PULLMAN STREET, 68.00 FEET WIDE, SAID POINT BEING ON A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,199.97 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 06°22'14" EAST;

THENCE WESTERLY ALONG SAID CENTERLINE OF DYER ROAD AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°37'14", AN ARC LENGTH OF 96.77 FEET;

THENCE CONTINUING ALONG SAID CENTERLINE OF DYER ROAD NORTH 88°15'00" WEST, 287.15 FEET;

THENCE LEAVING SAID CENTERLINE OF DYER ROAD NORTH 01°45'00" EAST, 52.00 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID DYER ROAD, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 88°15'00" WEST, 5.00 FEET TO THE BEGINNING OF A CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 109.78 FEET;

THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE 43.02 FEET WESTERLY AND NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°27'00" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 129.17 FEET;

THENCE NORTHWESTERLY AND WESTERLY 50.36 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°20'24";

THENCE NORTH 88°08'24" WEST, 38.43 FEET TO THE SOUTHWESTERLY LINE OF SAID PARCEL 2;

THENCE ALONG SAID SOUTHWESTERLY LINE NORTH 22°53'37" WEST, 5.51 FEET;

THENCE LEAVING SAID SOUTHWESTERLY LINE SOUTH 88°08'24" EAST, 40.73 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 134.17 FEET;

THENCE EASTERLY AND SOUTHEASTERLY 52.31 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°20'24" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 104.78 FEET;

THENCE SOUTHEASTERLY AND EASTERLY 41.06 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°27'00";

THENCE SOUTH 88°15'00" EAST, 5.00 FEET TO A LINE THAT BEARS NORTH 01°46'00" EAST FROM THE TRUE POINT OF BEGINNING;

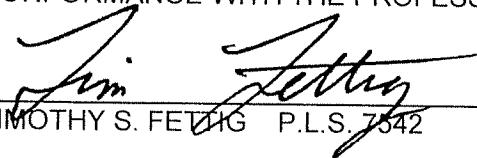
THENCE ALONG SAID LINE SOUTH 01°46'00" WEST, 5.00 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL 103715-6 CONTAINS A GRID AREA 690 SQUARE FEET OR 0.016 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997834.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "D2", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
TIMOTHY S. FETTING P.L.S. 7542

9/25/20

DATE



PLAT TO ACCOMPANY  
LEGAL DESCRIPTION

NOTE:

SEE SHEET 2 FOR LINE  
AND CURVE TABLES



PREPARED BY ME OR UNDER MY DIRECTION:

*Tim Fetting*  
TIMOTHY S. FETTING

9/25/20

P.L.S. 7542 DATE

STATE ROUTE 55

PARCEL 2  
P.M.B. 69/26  
APN 430-031-09

SEE DETAIL 'A'  
ON SHEET 2

TCE

103715-6  
690 SQ.FT.

TPOB

PARCEL 1  
P.M.B. 69/26

N 88°15'00" W 287.15'  
D YER ROAD

PARCEL 2  
P.M.B. 61/22  
APN 430-031-03

PULLMAN STREET

N 06°22'14" E  
RAD.

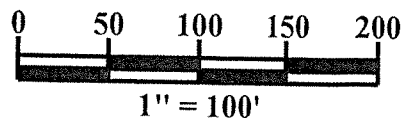
SHEET 1 OF 2

THE BEARINGS AND DISTANCES SHOWN ARE  
CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83),  
ZONE VI, NAD 83 (1991.35 EPOCH  
O.C.S. GPS ADJUSTMENT).

ALL DISTANCES SHOWN ARE GRID DISTANCES.  
DIVIDE THE GRID DISTANCES SHOWN  
BY 0.99997834 TO OBTAIN GROUND DISTANCES.

EXHIBIT "D2"

103715-6

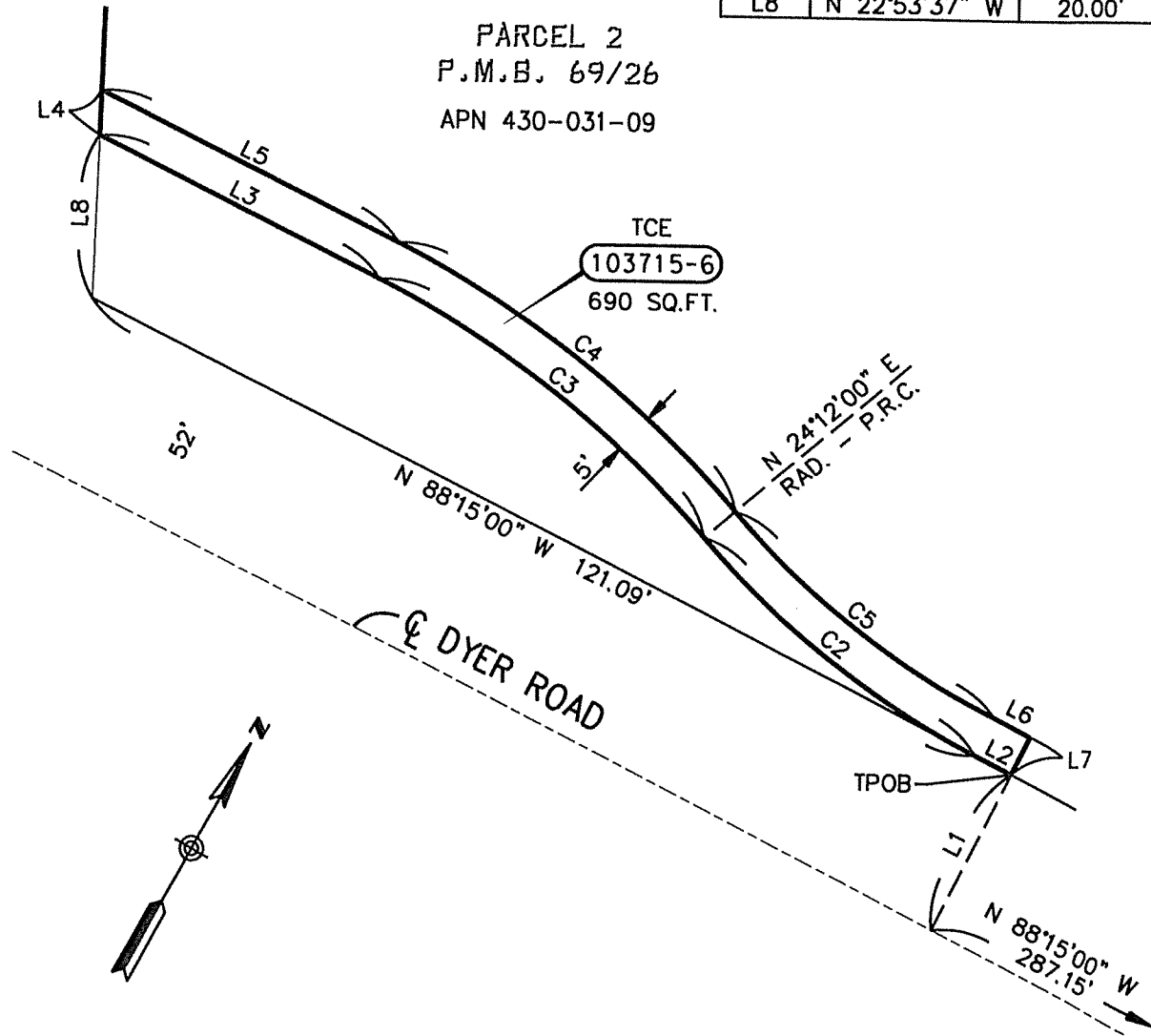


# DETAIL 'A'

N.T.S.

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	04°37'14"	1199.97'	96.77'
C2	22°27'00"	109.78'	43.02'
C3	22°20'24"	129.17'	50.36'
C4	22°20'24"	134.17'	52.31'
C5	22°27'00"	104.78'	41.06'

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 01°45'00" E	52.00'
L2	N 88°15'00" W	5.00'
L3	N 88°08'24" W	38.43'
L4	N 22°53'37" W	5.51'
L5	S 88°08'24" E	40.73'
L6	S 88°15'00" E	5.00'
L7	S 01°46'00" W	5.00'
L8	N 22°53'37" W	20.00'



SHEET 2 OF 2

**EXHIBIT "D2"**  
**103715-6**



EXHIBIT "E"

PERMANENT UTILITY EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION  
Parcel No.: 103715-7

This permanent utility easement shall be in, under, on, over, along, and across the real property described in Exhibit "E1" and depicted in Exhibit "E2" attached hereto, subject to the rights and limitations described herein ("Utility Easement"). The Utility Easement shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "Easement Holder") to construct, operate, use, maintain, alter, add to, reconstruct, enlarge, repair, renew, replace, inspect, improve, interconnect, relocate, and/or remove, at any time and from time to time, electrical underground systems and communication systems, hereinafter referred to as "systems," consisting of wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads, and other appurtenant fixtures and equipment necessary or useful for conveying electric energy to be used for light, heat, power, and for transmitting intelligence by electrical means and/or other purposes, including the right of ingress and egress as herein described, in, under, on, over, along, and across the strip of land described in Exhibit "E1" and depicted in Exhibit "E2" attached hereto ("Easement Area").

Easement Holder shall have free access to said systems placed within the Easement Area and every part thereof at all times over and along the strip of land described and depicted in Exhibits "E1" and "E2," respectively, for the purpose of exercising the rights herein described. Easement Holder shall have the right to keep the Easement Area free from brush or any accumulation of flammable material.

The owner and occupant of the real property subject to the Utility Easement shall not construct any permanent improvements within the Easement Area that would impede Easement Holder's rights as defined herein. The owner and occupant of the real property subject to the Utility Easement will have the right to use the surface of the Easement Area for all uses not inconsistent with the rights described herein, provided, however, that the exercise of such rights does not interfere with or endanger, in the opinion of Easement Holder, the operation or maintenance of the systems installed within the Utility Easement, or Easement Holder's ready access to said systems, or the exercise of any of the rights herein granted to Easement Holder.

The Utility Easement shall be subject to any and all existing easements and rights of way of record along, over, across, or under the Easement Area. No other easement or easements shall be granted on, under, over, or within the Easement Area without Easement Holder's previous written consent.

The rights and obligations of Easement Holder and the owner of the real property subject to the Utility Easement shall run with the land and be binding upon and/or inure to the benefit of their respective heirs, successors, and assigns.

Easement Holder expressly reserves the right to convey, transfer, or assign the Utility Easement subject to the same rights and limitations described herein.

**EXHIBIT "E1"**  
**LEGAL DESCRIPTION**

**Parcel 103715-7:** UTILITY EASEMENT - SCE

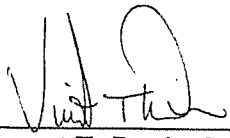
That portion of Parcel 2, in the City of Santa Ana, County of Orange, State of California, as shown on a map filed in Book 61, Page 22 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

**COMMENCING** at the northeasterly terminus of that certain course shown as having a bearing of North 36°20'54" East and a length of 861.86 feet on the northwesterly line of said Parcel 2; thence along said certain course, South 36°22'15" West, 124.67 feet to the **POINT OF BEGINNING**; thence leaving said certain course, North 39°34'26" East, 203.78 feet; thence North 39°49'48" East, 138.48 feet to the westerly line of Pullman Street, 60.00 feet wide, as shown on said Parcel Map; thence along said westerly line South 39°06'18" West, 212.03 feet to the beginning of curve, concave southeasterly and having a radius of 429.99 feet; thence southwesterly 132.49 feet along said curve through a central angle of 17°39'14"; thence leaving said curve, North 50°25'34" West, 23.67 feet to the **POINT OF BEGINNING**.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

The bearings shown herein are based on the California Coordinate System of 1983, Zone VI, North American Datum of 1983 (1991.35 epoch). The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99997834.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature:   
Vincent T. Davis, PLS

Date: 24 Sep 2020

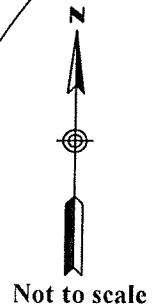


DATUM: NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
 COORDINATE SYSTEM: CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
 COMBINED FACTOR: 0.99997834 (GROUND - GRID/COMBINED FACTOR)

CITY OF SANTA ANA  
 STATE ROUTE 55  
 COSTA MESA FREEWAY

PROPOSED R/W  
 (CALTRANS PARCEL 103715-1,  
 APPRAISAL MAP E120133-18)

SUPERSEDED  
 R/W  
 (CALTRANS PARCEL 103715-1,  
 APPRAISAL MAP E120133-18)



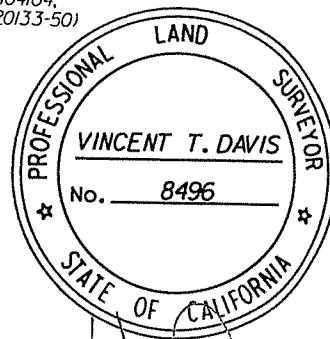
UTILITY  
 EASEMENT  
 TO SCE

103715-7  
 (1519 SQFT)

LEGEND:

	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT

(PROPOSED UTILITY EASEMENT  
 CALTRANS PARCEL 104104,  
 APPRAISAL MAP E120133-50)



VINCENT T. DAVIS

28 Dec 2020

DATE

EXISTING R/W

PMB 61/22  
 N36°20'54"E  
 (861.86'  
 PMB 61/22  
 PARCEL 2  
 EASTERLY LINE  
 SCE EASEMENT  
 (1113/54 O.R.)

PULLMAN

P.O.B.

P.O.C.

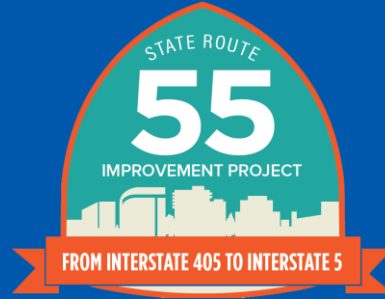
EXHIBIT "E2"

(Page 1 of 1)

COUNTY: ORA  
 RTE: 55  
 P.M.: 8.1

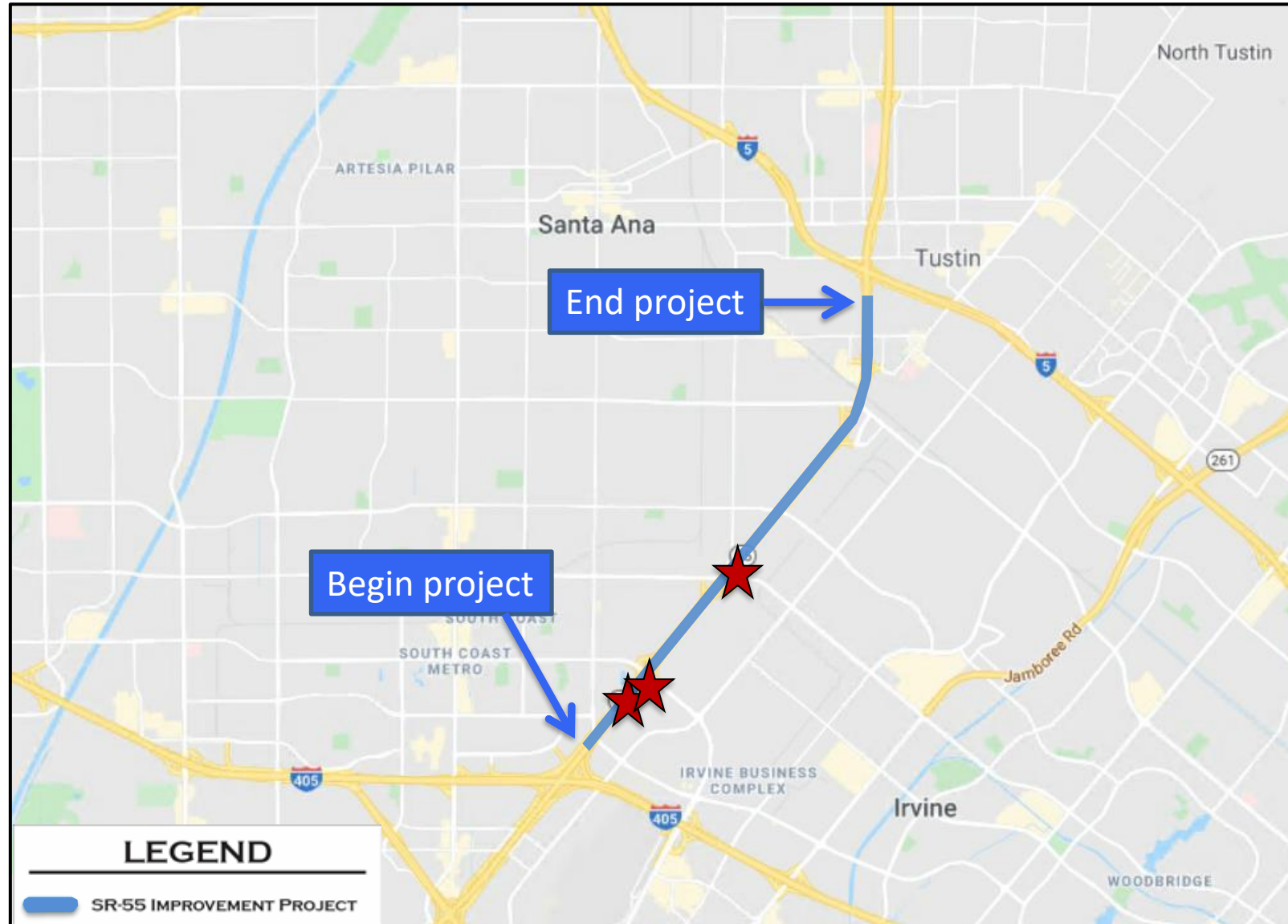
NOT TO SCALE  
 DATE: DEC 2020

PARCEL:  
 103715-7  
 APN: 430-031-03



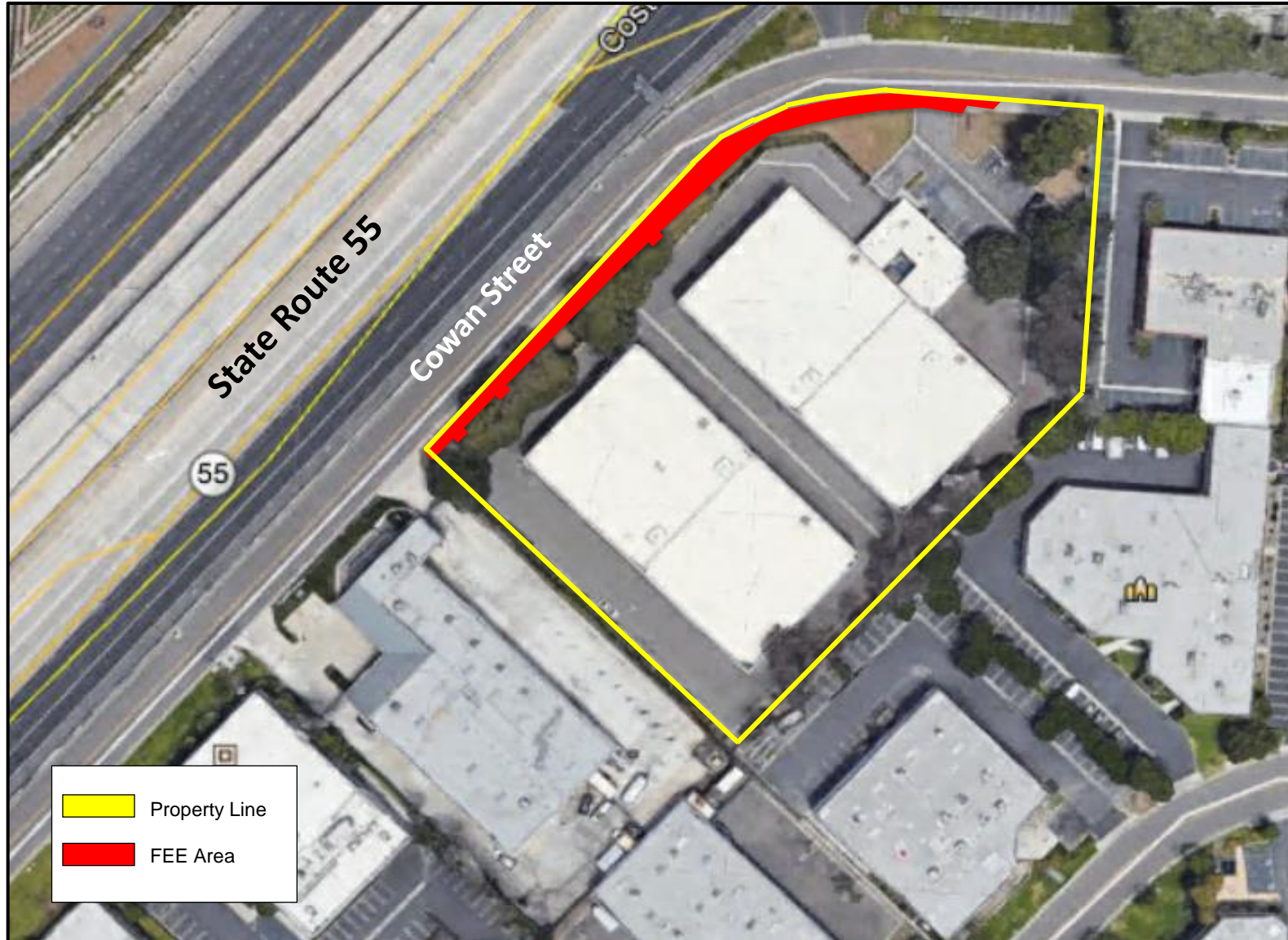
# **Adopt Resolutions of Necessity for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**

# State Route 55 Improvement Project Resolutions of Necessity Locations



# Resolution of Necessity No. 2021-034

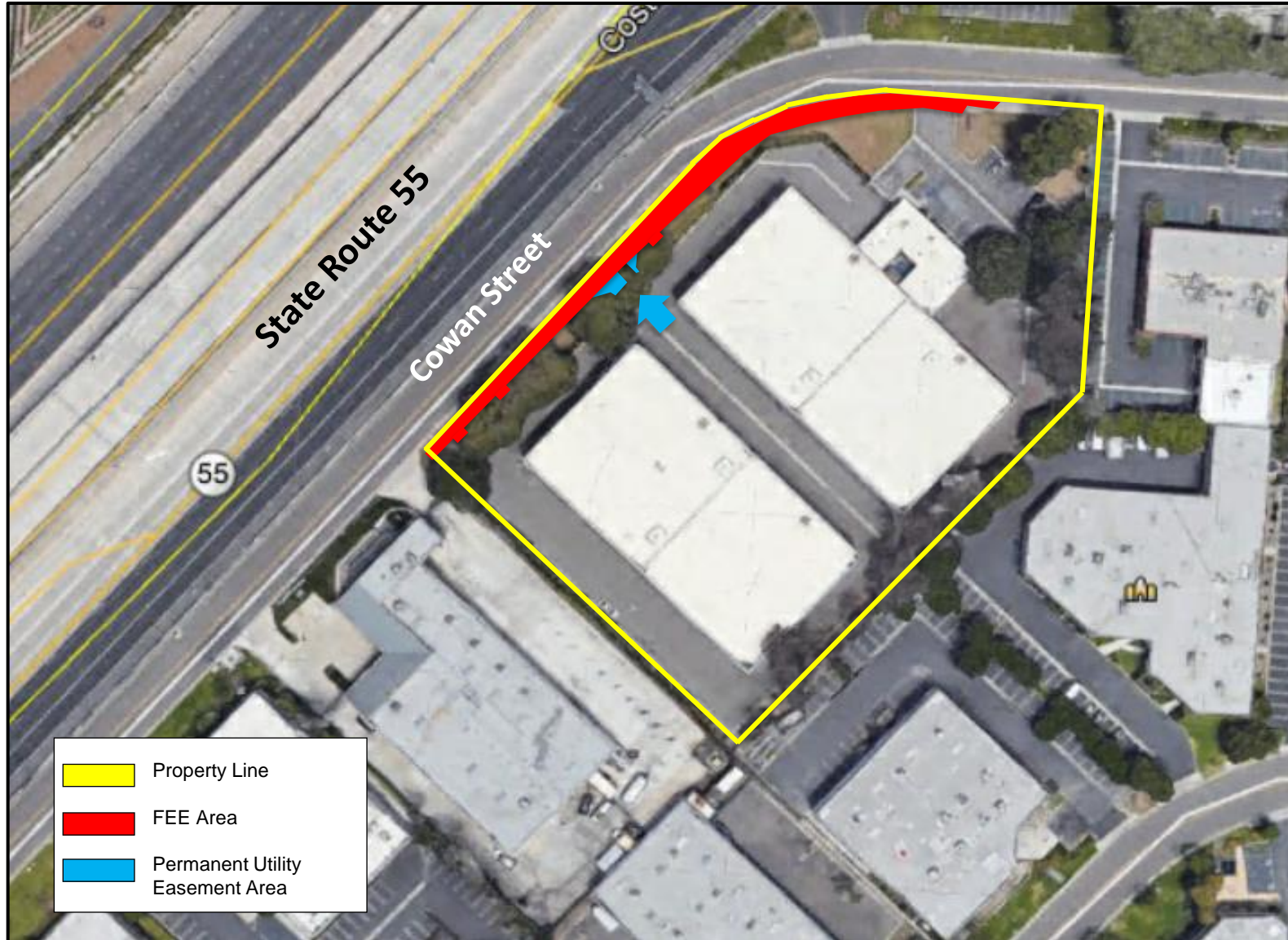
## Public Storage, Inc.





# Resolution of Necessity No. 2021-034

## Public Storage, Inc.





# Resolution of Necessity No. 2021-034

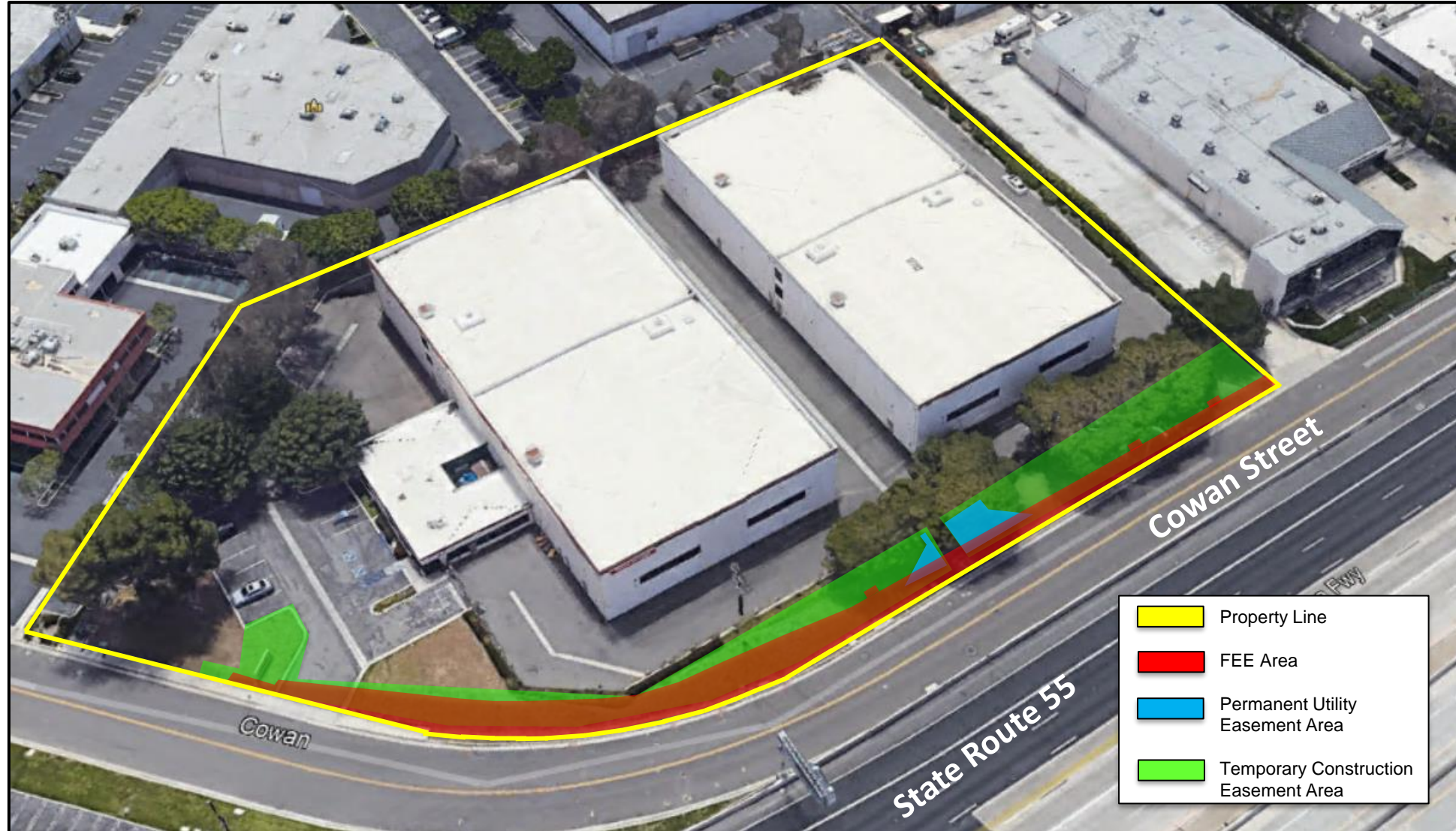
## Public Storage, Inc.





# Resolution of Necessity No. 2021-034

## Public Storage, Inc.





# Resolution of Necessity No. 2021-035

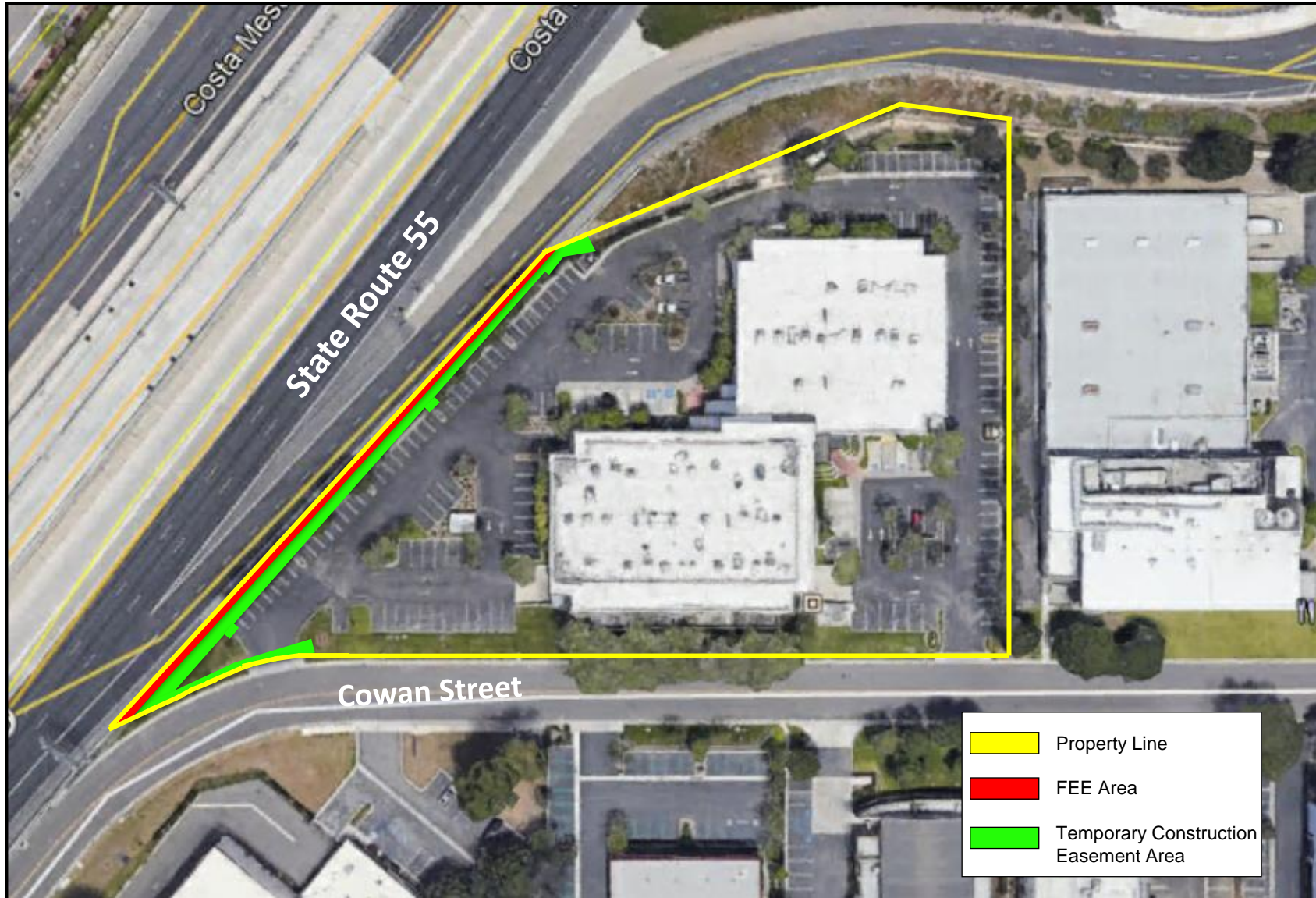
## Encore Cowan, LLC





# Resolution of Necessity No. 2021-035

## Encore Cowan, LLC





# Resolution of Necessity No. 2021-035

## Encore Cowan, LLC





# Resolution of Necessity No. 2021-036

## Ronald P. Beard Trust





# Resolution of Necessity No. 2021-036

## Ronald P. Beard Trust





# Resolution of Necessity No. 2021-036

## Ronald P. Beard Trust





# Resolution of Necessity No. 2021-036

## Ronald P. Beard Trust



Not to Scale,  
For Presentation  
Purposes Only



# Resolution of Necessity No. 2021-036

## Ronald P. Beard Trust




## Four Requirements to be Considered to Adopt Resolutions

1. The public interest and necessity require the proposed project.
2. The proposed project is planned in a manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.



***April 26, 2021***

**To:** Members of the Board of Directors   
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Public Hearing for the Draft June 2021 Bus Service Change

### ***Overview***

Based on Federal Transit Administration Title VI requirements, the draft June 2021 bus service change requires a public hearing. This requirement includes an equity analysis and a public hearing for major bus service changes that are implemented during an emergency and have been in place for 12 months or longer. On February 22, 2021, an outreach program was introduced to gather feedback about the draft June 2021 service change as well as emergency changes to bus service implemented during the coronavirus pandemic. To complete the public participation process, a public hearing date of April 26, 2021 was set.

### ***Recommendation***

Receive and file initial public input on the draft June 2021 bus service change as well as emergency changes to bus service implemented during the coronavirus pandemic.

### ***Background***

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected OC Bus routes three times a year, in February, June, and October. The next bus service change is scheduled for implementation on June 13, 2021. OCTA implemented an emergency service change on March 23, 2020. This emergency service change reduced service levels to balance a significant reduction in demand for transit because of the federal and state emergency declarations, including the State's stay-at-home order to help reduce the spread of the coronavirus (COVID-19) and correlating public health guidance.

Based on these factors, service levels were adjusted to provide a basic level of service for customers needing to make essential trips. Bus service was subsequently increased slightly in June 2020 as demand increased and to help ensure social distancing for passengers and OCTA coach operators. The same service levels were continued with the October 2020 and February 2021 service



changes. The current state of the COVID-19 pandemic continues to have a negative impact on bus ridership. As a result of this, OCTA plans to continue the service level that is currently operating for the draft June 2021 bus service change, along with adjustments to provide span and frequency improvements based on feedback following an extensive public outreach process. Additional bus trips and trippers (unscheduled extra buses on busier routes) will continue to be deployed daily, as needed, based on social distancing requirements.

### ***Discussion***

Proposed service change recommendations for June 2021 were presented to the Board of Directors (Board) on February 22, 2021. For the draft June 2021 bus service change, it is planned to continue to deliver existing service levels, which include enhanced Saturday service levels on weekdays and February 2020 service levels on Saturdays and Sundays. This maintains the same service levels since June 2020, and 1,187,000 annualized revenue vehicle hours.

The June 2021 service hours are approximately 27 percent below the 1,622,000 annualized revenue vehicle hours that were operated in February 2020, prior to the pandemic. This reduction in service hours is primarily attributed to:

- Reduced service frequency on 37 routes
- No changes to service on 13 routes
- Temporary suspension of eight routes

These changes are considered “major service changes” under OCTA policy and require public outreach and a public hearing prior to Board approval. On February 22, 2021, the Board directed staff to implement a public outreach program to solicit feedback. The comprehensive outreach program was designed following Title VI Public Involvement Plan guidelines and was adapted to overcome the challenges of limited physical gatherings due to COVID-19. The main goal was to create awareness and encourage participation with additional focus on hard-to-reach communities through multilingual and multifaceted approaches. The following outreach activities took place:

- Digital communications – Information was placed on the OCTA website in English, Spanish, and Vietnamese with an online questionnaire to gather feedback. The questionnaire was also publicized on OCTA’s blog “On the Move,” and social media channels. Multiple email blasts were sent to 112,000 email addresses from OCTA’s bus customer email list.

- Printed Brochure/Questionnaire – To encourage feedback, 50,000 printed questionnaires in multiple languages were developed and placed on the buses, and mailed to employers, colleges/universities, senior centers, and diverse community groups.
- Telephone Hotlines – Hotlines in English, Spanish, and Vietnamese were established for customers without internet access to ask questions about the service change, register for the community meetings, and respond to the questionnaire.
- Print and Broadcast Advertisements – Advertisements were placed in four newspapers including English, Spanish, and Vietnamese publications, as well as advertisements inside all buses to notify customers and the general public of the proposed service change community meetings and public hearing. Spanish and Vietnamese television and radio were utilized to reach the diverse communities.
- Three Community Meetings – Meetings took place virtually in English, Spanish, and Vietnamese, where participants could connect via dial-in phone, computer, or mobile device. A total of 169 people participated in three community meetings (77 at the meeting held in English, 18 at the meeting held in Spanish, and 74 at the meeting held in Vietnamese).
- Local Jurisdiction Communication – Emails, along with a digital communication tool kit, were sent to public information officers at all cities with service change information for redistribution via cities' communication channels.
- Local Media – A press release was issued to local media notifying the community about the service change and public involvement program.
- Diversity Community Leaders Group Quarterly Meeting – The proposed service changes were discussed, and members were provided with outreach materials to share with their respective networks.

To gather customer input on the draft June 2021 bus service change, online and print questionnaires were developed. Responses to the questionnaire, along with comments received from virtual community meetings, customer relations, and other channels, are being used to inform the draft June 2021 bus service change as well as future service changes, beginning with the October 2021 service change. The goal of the public outreach was to gather feedback on specific areas related to the service change, including:

- Customer experience with OC Bus service during COVID-19, including service changes necessitated by COVID-19 and stay-at-home orders
- Customer satisfaction with current OC Bus service
- Requested changes or enhancements to current OC Bus routes

As of March 31, 2021, more than 2,200 questionnaires and public comments have been received. The table below identifies how comments were received.

Channel	Count
Online/Print Questionnaires	2,086
Virtual Community Meeting Attendees	169
Customer Relations (Calls, Emails, Social Media)	53
Total:	2,262

Key themes from comments received:

#### Response to OC Bus Service During COVID-19

- Overall, 63 percent of responses were positive regarding OC Bus service provided during the COVID-19 pandemic. These comments included:
  - OC Bus helped with essential travel (24 percent)
  - Riders were able to get to where they needed to go (20 percent)
  - Appreciation of COVID-19 safety measures (19 percent)
- A total of 18 percent of responses were negative regarding OC Bus service. These comments included:
  - Customers weren't comfortable riding due to COVID-19 (7 percent)
  - There wasn't enough service where needed (7 percent)
  - Riders weren't able to get to where they needed to go (4 percent)

#### The Majority of Customers are Satisfied with Current OC Bus Routes

- As part of the customer questionnaire, respondents were asked to identify up to three of their most frequently used OC Bus routes and provide a satisfaction rating for each route. Overall, 69 percent of existing route ratings were either satisfied or very satisfied.

The remaining responses were 21 percent neutral and 10 percent either dissatisfied or very dissatisfied.

### Route-Specific Feedback on Current OC Bus Service

While feedback on current OC Bus routes was largely positive (45 percent of responses), improvements requested by passengers included:

- Increase service frequency (14 percent)
  - Routes 25, 30, 35, 29, 71
- Add service span (9 percent)
  - Weekday Mornings: Routes 26, 53, 25, 72, 30, 54, 70
  - Weekday Evenings: Routes 42, 87, 25, 83, 26, 38
  - Weekends: Routes 42, 87, 29, 167, 86
- Restore service/routes suspended due to COVID-19 (3 percent)
  - Routes 560, 57X, 721, 701
- Improve on-time performance (3 percent)
  - Routes 57, 35, 53, 50

In addition, questionnaire respondents indicated their desired future service enhancements along with travel needs. The top four enhancements requested included: increasing service frequency (32 percent), faster travel time (18 percent), fewer needed transfer connections between routes (10 percent), and later service span (10 percent).

All customer comments and requests have been provided to the service planning team to consider for the draft June 2021 bus service change or future service plans.



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**Summary**

A public hearing on the draft June 2021 bus service change is required. Initial public feedback is presented for Board review. Staff will return to the Board with a refined service plan recommendation on May 24, 2021.

**Attachments**

- A. June 2021 Bus Service Change Brochures (English/Spanish)
- B. June 2021 Bus Service Change Brochures (English/Vietnamese)

**Prepared by:**



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Manager, Marketing and  
Customer Engagement  
(714) 560-5342

**Approved by:**



Maggie McJilton  
Interim Executive Director,  
External Affairs  
(714) 560-5824

<b>From Origin   Desde Origen:</b> (Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)	<b>To Destination   Hasta Destino:</b> (Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)
--	--

<b>Service Hours</b> (Select all that apply) <b>Horas de servicio</b> (Marque todos los que apliquen)	<b>Weekday</b> <b>Semana</b>	<b>Weekend</b> <b>Fin de semana</b>
Early Morning   <i>Temprano</i> (3am-6am)		
Morning   <i>Mañana</i> (6am-10am)		
Mid-day   <i>Medio día</i> (10am-3pm)		
Afternoon   <i>Tarde</i> (3pm-7pm)		
Evening   <i>Noche</i> (7pm-12am)		

**Service Frequency | Frecuencia de servicio**

☐ 15 mins  
 ☐ 30 mins  
 ☐ 45 mins  
 ☐ 1 hour | *hora*

**How often would you use this service?**

**¿Cuán frecuentemente usaría este servicio?**

☐ Less than once/week | *Menos de una vez a la semana*  
☐ 1-2 times/week | *1-2 veces a la semana*  
☐ 3-4 times/week | *3-4 veces a la semana*  
☐ 5 or more times/week | *5 o más a la semana*

<b>From Origin   Desde Origen:</b> (Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)	<b>To Destination   Hasta Destino:</b> (Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)
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<b>Service Hours (Select all that apply)</b> <b>Horas de servicio</b> <i>(Marque todos los que apliquen)</i>	<b>Weekday</b> <b>Semana</b>	<b>Weekend</b> <b>Fin de semana</b>
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**Service Frequency | Frecuencia de servicio**

☐ 15 mins  
 ☐ 30 mins  
 ☐ 45 mins  
 ☐ 1 hour | *hora*

**How often would you use this service?**  
**¿Cuán frecuentemente usaría este servicio?**

☐ Less than once/week | *Menos de una vez a la semana*  
☐ 1-2 times/week | *1-2 veces a la semana*  
☐ 3-4 times/week | *3-4 veces a la semana*  
☐ 5 or more times/week | *5 o más a la semana*

*Por favor dinos un poco más sobre usted. (Opcional)*

☐ Under *menos de 13*      ☐ 35-44 years *años*  
☐ 13-17 years *años*      ☐ 45-59 years *años*  
☐ 18-24 years *años*      ☐ 60-64 years *años*  
☐ 25-34 years *años*      ☐ 65 and older *y mayor*

☐ Female | *Femenino*    ☐ Other | *Otro*  
☐ Male | *Masculino*    ☐ Prefer not to answer | *Prefiero no decir*

¿Que etnicidad se considera o se siente más afín?

- ☐ Asian - Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian  
*Asiático - coreano, japonés, chino, vietnamita, filipino u otro asiático*
- ☐ Black / African American | *Negro / Americano africano*
- ☐ Latino / Hispanic | *Latino / Hispano*
- ☐ Middle Eastern | *Del medio oriente*
- ☐ Native American / Alaska Native | *Indígena / Indígena de Alaska*
- ☐ Pacific Islander | *Isleño del pácifico*
- ☐ White / Caucasian | *Blanco / Caucásico*
- ☐ Prefer not to answer | *Prefiero no decir*
- ☐ Other | *Otro*

¿Que mejor describe su estatus laboral?

- ☐ Employed full-time | *Empleado a tiempo completo*
- ☐ Employed part-time | *Empleado a tiempo medio*
- ☐ Self-employed | *Auto-empleado*
- ☐ Laid-off / furloughed | *Despedido / Desprendido*
- ☐ Not employed, but looking for work | *Sin empleo, pero buscando*
- ☐ Student | *Estudiante*
- ☐ Homemaker | *Ama de casa*
- ☐ Retired | *Retirado*
- ☐ Prefer not to answer | *Prefiero no decir*

¿Que categoría describe mejor su ingreso total del hogar anual?

☐ Under *menos de* \$10,000      ☐ \$65,000-\$84,999

☐ \$10,000 - \$19,999      ☐ \$85,000 - \$99,999

☐ \$20,000 - \$29,999      ☐ \$100,000 or more *o más*

☐ \$30,000-\$49,999      ☐ Prefer not to answer *Prefero no decir*

☐ \$50,000-\$64,999      ☐ Not sure *No estoy seguro*

*¿Tiene un teléfono móvil? Si dijo que si, es un teléfono inteligente*

**con acceso al internet?**

- ☐ Yes, its a smartphone | *Si, es un teléfono inteligente*
- ☐ Yes, but not a smartphone | *Si, pero no es un teléfono inteligente*
- ☐ No, neither mobile phone nor smart phone | *No, ninguno de los dos*

17. Do you plan to move out of Orange County soon or within the next 12 months? | ¿Planifica mudarse fuera del condado de Orange pronto o en los próximos 12 meses?

☐ Yes, definitely moving | *Sí, definitivamente me mudo*

☐ Maybe/ thinking about it | *Quizas / Lo estoy pensando*

☐ No, definitely not moving | *No, definitivamente no me mudo*

☐ N/A – I do not live in Orange County  
*N/A – No vivo en el condado de Orange*

☐ N/A – I plan to move to Orange County  
*N/A – Planifico mudarme al condado de Orange*

¿Cómo te enteraste de esta encuesta?

- ☐ Bus ads | *Anuncios en el autobús*
- ☐ Email | *Correo electrónico*
- ☐ Direct Mail / Flyer | *Correo / Panfleto*
- ☐ Social Media (Facebook/Instagram)  
*Redes sociales (Facebook/Instagram)*
- ☐ OCTA website | *Página web de OCTA*
- ☐ OCTA blog post | *Blog de OCTA*
- ☐ Text alerts | *Alertas de mensajes de texto*
- ☐ OC Register (newspaper) | *OC Register (periódico)*
- ☐ Excelsior (newspaper) | *Excelsior (periódico)*
- ☐ La Que Buena FM | *La Que Buena FM*
- ☐ La Ranchera FM | *La Ranchera FM*
- ☐ Người Việt Daily News | *Noticias diarias de Người Việt*
- ☐ Việt Báo Daily News | *Noticias diarias de Việt Báo*
- ☐ Việtface TV 57.2 | *Việtface TV 57.2*
- ☐ Sài Gòn TV 57.5 | *Saigon TV 57.2*
- ☐ OCC Radio 106.3 FM | *Radio OCC*
- ☐ Sài Gòn Radio Hải Ngoại 106.3 FM | *Sài Gòn Radio Hải Ngoại*
- ☐ Bolsa Radio 106.3 FM | *Bolsa Radio 106.3 FM*
- ☐ Community meetings | *Reuniones comunitarias*
- ☐ Employer/ Organizational Program | *Trabajo/ Programa laboral*
- ☐ Word of mouth / friends / family | *Conversaciones/ amigos / familia*
- ☐ Other (please specify) | *Otro (por favor explique)*

**¿Cuál es su correo electrónico o número de teléfono?** (Esta información solo se usará para contactar al ganador del premio)

¿Algún otro comentario/preocupación/pregunta que les gustaría compartir?

\_\_\_\_\_

Provide Feedback for Future Bus Service Change

You can also share your thoughts on our website, by phone, or at one of our virtual public meetings.

Provee sus opiniones sobre futuros cambios de servicio de autobús.

También puede compartir sus opiniones en nuestra página web, por teléfono, o en una de nuestras reuniones públicas virtuales.

Fill out online questionnaire by 3/26 at

OCbus.com/2021Feedback

Llene el cuestionario por internet antes del 26/3

OCbus.com/2021opiniones

Participate in a virtual meeting

Participa en una reunión virtual

By computer/por computadora:

OCbus.com/2021BusChange

By phone/Por teléfono: (669) 900-6833

ENGLISH: Tuesday, March 9, 2021 at 6 p.m.

Meeting ID: 989 4355 7315

ESPAÑOL: miércoles, 10 de marzo del 2021 a las 6 p.m

Meeting ID: 962 6419 0361

Provide comments via phone by 3/26

Someta comentarios a través del teléfono antes del 26/3

ENGLISH: (714) 560-5007 | ESPAÑOL: (714) 560-5002

Comment as part of the June Service Change Public Hearing

Comentarios como parte de la reunión pública del cambio de servicio de junio

Comments must be provided in writing by 5:00 p.m. on April 25, 2021 by emailing to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

Comentarios tendrán que someterse por escrito antes de las 5:00 p.m. el 25 de abril del 2021 mandando un correo electrónico a [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

OC Bus Service Changes Questionnaire

1. In what ZIP code is your HOME located? (example: 94305)  
¿En que código postal está localizada su CASA? (ejemplo: 94305)

2. In what ZIP code is your WORK/SCHOOL located? (example: 94305)  
¿En que código postal está localizado su TRABAJO/ESCUELA? (ejemplo: 94305)

3. Compared to your average use before COVID-19, how frequently are you riding OC Bus now?  
¿Comparado a su uso promedio antes de COVID-19, cuán frecuentemente está viajando en OC Bus ahora?

☐ More than before | Más que antes

☐ Same as before | Igual que antes

☐ Less than before | Menos que antes

☐ Not at all, but I plan to return

Nada, pero planifico volver

☐ Not at all, and I don't know yet if I would return

Nada y no sé todavía si voy a volver

☐ Not at all, and I will not return | Nada y no volveré

☐ Did not ride before COVID-19, but I am riding now

No viajaba antes de COVID-19, pero estoy viajando ahora

☐ N/A – I do not use OC Bus | N/A – No uso OC Bus

4. What are your primary reasons for riding less frequently / not riding? (Select all that apply)

¿Cuáles son sus razones principales de viajar menos frecuentemente / no viajar? (Marque todas las que apliquen)

☐ COVID-19 health and safety concerns / issues (social distancing, cleanliness, potential sick passengers...)  
Preocupaciones / problemas de salud y seguridad por COVID-19 (distanciamiento físico, limpieza, potencial de pasajeros enfermos...)

☐ Working from home more frequently  
Trabajar desde casa más frecuentemente

☐ Work location currently closed  
Local de trabajo cerrado actualmente

☐ Furloughed / Laid off / Unemployed  
Desprendido / Despedido / Desempleado

☐ School switched to online classes | Colegio cambió a clases en línea

☐ No service / route discontinued  
Falta de servicio / ruta descontinuada

☐ Bus takes too long to get to my destination  
El autobús toma demasiado tiempo a llegar a mi destino

☐ Bus doesn't run frequently enough  
El autobús no viaja frecuentemente

☐ Bus does not travel to where I need to go  
El autobús no viaja a donde necesito que vaya

☐ Difficult to make transfers or connections  
Es difícil transferir o hacer conexiones

☐ Other (please specify) | Otro (por favor explique)

5. What describes your primary trip purpose for which you currently use/ plan to use OC Bus?  
¿Que describe su razon principal por la cual actualmente usa / planifica usar OC Bus?

☐ Work | Trabajo

☐ Shopping | Compras

☐ School (K-12) | Escuela (K-12)

☐ School (College / University) | Escuela (Colegio / Universidad)

☐ Recreation / Social / Entertainment  
Recreación / Socializar / Entretenimiento

☐ Personal business / Errands | Tareas / Citas personales

☐ Health / Medical appointments | Salud / Citas médicas

☐ Other | Otro

6. OCTA was able to continue to operate limited, essential service during the pandemic and stay-at-home order. What has been your experience with OC Bus service during the pandemic? (Select up to 3)  
OCTA a podido continuar operando servicio esencial limitado durante la pandemia y la orden de mantenerse en casa. ¿Cuál ha sido su experiencia con el servicio de OC Bus durante la pandemia? (Seleccione un máximo de 3)

☐ It helped me with my essential travel needs  
Me ayudó con mis necesidades de viajes esenciales

☐ There wasn't enough service where I needed it  
No había el servicio necesario donde lo necesitaba

☐ I was able to get to where I needed to go with OC Bus service during COVID-19  
Pude llegar a donde necesitaba con el servicio de OC Bus durante COVID-19

☐ I couldn't get to where I needed to go with OC Bus service during COVID-19  
No pude llegar a donde necesitaba con el servicio de OC Bus durante COVID-19

☐ I appreciate the COVID-19 safety measures  
Aprecio las medidas de seguridad de COVID-19

☐ I wasn't comfortable riding due to COVID-19 concerns  
No me sentía comodo viajando dado a COVID-19

☐ If I wasn't able to catch my first bus due to capacity, another bus came by shortly  
Si no alcanzaba mi primer autobús dado a la capacidad limitada, otro autobús venía pronto

☐ I rode less frequently | Viajé menos frecuentemente

☐ I stopped using OC Bus | Paré de usar OC Bus

☐ Other (please specify) | Otro (Por favor explique)

7. Please let us know what you think about current OC Bus service on the routes that you use most frequently. (Select up to three (3) routes, with #1 being your most frequently used route)  
Por favor déjenos saber que piensa sobre el servicio actual de OC Bus en las rutas que usa frecuentemente. (Seleccione un máximo de (3) rutas, con #1 siendo la ruta usada más frecuentemente)

<div><div><div>Your 1st most frequently used route:</div><div>Seleccione su ruta número 1 de rutas usadas frecuentemente</div><div><div>Route #   Ruta #</div></div></div></div>	<div><div><div>Your 2nd most frequently used route:</div><div>Seleccione su ruta número 2 de rutas usadas frecuentemente</div><div><div>Route #   Ruta #</div></div></div></div>	<div><div><div>Your 3rd most frequently used route:</div><div>Seleccione su ruta número 3 de rutas usadas frecuentemente</div><div><div>Route #   Ruta #</div></div></div></div>
<div><div>Rate your satisfaction with the route</div><div>Evalúe su satisfacción con sus 3 rutas más frecuentadas</div></div>		
<div><div><div><input type="checkbox"/> Very Satisfied</div><div>Bien satisfecho</div></div><div><div><input type="checkbox"/> Satisfied</div><div>Satisfecho</div></div><div><div><input type="checkbox"/> Neutral</div><div>Neutral</div></div><div><div><input type="checkbox"/> Dissatisfied</div><div>Decepcionado</div></div><div><div><input type="checkbox"/> Very Dissatisfied</div><div>Muy decepcionado</div></div><div><div><input type="checkbox"/> Not applicable</div><div>No aplica</div></div></div>	<div><div><div><input type="checkbox"/> Very Satisfied</div><div>Bien satisfecho</div></div><div><div><input type="checkbox"/> Satisfied</div><div>Satisfecho</div></div><div><div><input type="checkbox"/> Neutral</div><div>Neutral</div></div><div><div><input type="checkbox"/> Dissatisfied</div><div>Decepcionado</div></div><div><div><input type="checkbox"/> Very Dissatisfied</div><div>Muy decepcionado</div></div><div><div><input type="checkbox"/> Not applicable</div><div>No aplica</div></div></div>	<div><div><div><input type="checkbox"/> Very Satisfied</div><div>Bien satisfecho</div></div><div><div><input type="checkbox"/> Satisfied</div><div>Satisfecho</div></div><div><div><input type="checkbox"/> Neutral</div><div>Neutral</div></div><div><div><input type="checkbox"/> Dissatisfied</div><div>Decepcionado</div></div><div><div><input type="checkbox"/> Very Dissatisfied</div><div>Muy decepcionado</div></div><div><div><input type="checkbox"/> Not applicable</div><div>No aplica</div></div></div>
<div><div>Comments   Comentarios</div></div>		
<div></div>		

8. What would be your top three (3) most important OC Bus service enhancements as a transit rider? (Please check your top three (3) most important service enhancements)  
¿Cuales son las tres (3) mejoras más importantes de OC Bus para usted como un pasajero de transportación pública? (Por favor marque sus tres (3) mejoras de servicio más importantes)

	Weekday Semana	Weekend Fin de semana
More frequent service Servicio más frecuente		
Faster travel time   Viajes más rápidos		
Fewer transfer connections between routes Menos transferencias de conexiones entre las rutas		
More local shared ride, on-demand services Más viajes locales compartidos, servicios directos inmediatos		
Earlier service   Servicio más temprano		
Later service   Servicio más tarde		
More express bus service within Orange County Más servicio expreso dentro del condado de Orange		
More express bus service to neighboring counties Más servicio expreso hacia condados cercanos		
Other (please specify) Otro (Por favor explique)		

9. What would be your top three (3) most important OC Bus amenities or enhancements? (Please select up to three (3) amenities)  
¿Cuáles son sus tres (3) comodidades o mejoras más importantes? (Seleccione un máximo de de tres)

☐ Real-time information provided at transit centers and major bus stops  
Información actualizada en centros de tránsito y paradas principales de autobús

☐ Improved bus stop amenities (benches, shelters, signage, etc.) | Comodidades mejoradas en paradas (asientos, albergues, letreros, etc.)

☐ Additional safety and security features on the bus | Funciones adicionales de seguridad en el autobús

☐ Enhanced cleanliness | Mejoras de limpieza

☐ Mobile app enhancements | Mejoras de la aplicación móvil

☐ None of the above | Ninguna de las anteriores

☐ Other (please specify) | Otro (Por favor explique)

10. To assist OCTA to plan future service, please tell us what service you would want. (Please select up to three (3) areas)

Para ayudar a OCTA en nuestros futuros planes de servicio, por favor déjenos saber que servicio le gustaría. (Por favor seleccione un máximo de (3) áreas)

<div><div>From Origin   Desde Origen:</div><div>(Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)</div></div>	<div><div>To Destination   Hasta Destino:</div><div>(Please provide an address, intersection, point of interest, or city) (Por favor apunte una dirección, cruce de calles, punto de interés, o ciudad)</div></div>	
<div><div>Service Hours (Select all that apply)</div><div>Horas de servicio</div><div>(Marque todos los que apliquen)</div></div>	Weekday Semana	Weekend Fin de semana
Early Morning   Temprano (3am-6am)		
Morning   Mañana (6am-10am)		
Mid-day   Medio día (10am-3pm)		
Afternoon   Tarde (3pm-7pm)		
Evening   Noche (7pm-12am)		
<div><div>Service Frequency   Frecuencia de servicio</div><div><input type="checkbox"/> 15 mins <input type="checkbox"/> 30 mins <input type="checkbox"/> 45 mins <input type="checkbox"/> 1 hour   hora</div></div>		
<div><div>How often would you use this service?</div><div>¿Cuán frecuentemente usaría este servicio?</div><div><input type="checkbox"/> Less than once/week   Menos de una vez a la semana</div><div><input type="checkbox"/> 1-2 times/week   1-2 veces a la semana</div><div><input type="checkbox"/> 3-4 times/week   3-4 veces a la semana</div><div><input type="checkbox"/> 5 or more times/week   5 o más a la semana</div></div>		



<div> <div>2</div> </div>		
<b>From Origin   Từ (Các) Điểm gốc:</b> (Please provide an address, intersection, point of interest, or city) <i>(Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)</i>	<b>To Destination   Đến (Các) Điểm đến:</b> (Please provide an address, intersection, point of interest, or city) <i>(Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)</i>	
<b>Service Hours (Select all that apply)</b> <b>Giờ Dịch Vụ</b> <i>(Đánh dấu tất cả các phương án phù hợp)</i>	<b>Weekday</b> <b>Ngày trong tuần</b>	<b>Weekend</b> <b>Ngày cuối tuần</b>
Early Morning   Sáng Sớm (3am-6am)		
Morning   Buổi sáng (6am-10am)		
Mid-day   Buổi trưa (10am-3pm)		
Afternoon   Buổi chiều (3pm-7pm)		
Evening   Buổi tối (7pm-12am)		
<b>Service Frequency   Tần Suất Dịch Vụ (Trình đơn thả xuống)</b> <input type="checkbox"/> 15 mins   phút <input type="checkbox"/> 30 mins   phút <input type="checkbox"/> 45 mins   phút <input type="checkbox"/> 1 hour   giờ		
<b>How often would you use this service?</b> <b>Quý vị sẽ sử dụng dịch vụ này thường xuyên như thế nào?</b>		
<input type="checkbox"/> Less than once/week   Chưa tới một lần một tuần		
<input type="checkbox"/> 1-2 times/week   1-2 lần một tuần		
<input type="checkbox"/> 3-4 times/week   3-4 lần một tuần		
<input type="checkbox"/> 5 or more times/week   Trên 5 lần một tuần		

<div> <div>3</div> </div>													
<b>From Origin   Từ (Các) Điểm gốc:</b> (Please provide an address, intersection, point of interest, or city) <i>(Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)</i>	<b>To Destination   Đến (Các) Điểm đến:</b> (Please provide an address, intersection, point of interest, or city) <i>(Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)</i>												
<b>Service Hours (Select all that apply)</b> <b>Giờ Dịch Vụ</b> <i>(Đánh dấu tất cả các phương án phù hợp)</i>	<table border="1"> <thead> <tr> <th> <b>Weekday</b>  <b>Ngày trong tuần</b> </th> <th> <b>Weekend</b>  <b>Ngày cuối tuần</b> </th> </tr> </thead> <tbody> <tr> <td>Early Morning   Sáng Sớm (3am-6am)</td> <td></td> </tr> <tr> <td>Morning   Buổi sáng (6am-10am)</td> <td></td> </tr> <tr> <td>Mid-day   Buổi trưa (10am-3pm)</td> <td></td> </tr> <tr> <td>Afternoon   Buổi chiều (3pm-7pm)</td> <td></td> </tr> <tr> <td>Evening   Buổi tối (7pm-12am)</td> <td></td> </tr> </tbody> </table>	<b>Weekday</b> <b>Ngày trong tuần</b>	<b>Weekend</b> <b>Ngày cuối tuần</b>	Early Morning   Sáng Sớm (3am-6am)		Morning   Buổi sáng (6am-10am)		Mid-day   Buổi trưa (10am-3pm)		Afternoon   Buổi chiều (3pm-7pm)		Evening   Buổi tối (7pm-12am)	
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**Please tell us a little more about yourself. (Optional)**  
**Hãy cho chúng tôi biết thêm một số thông tin về quý vị. (Không bắt buộc)**

**11. How old are you? | Quý vị bao nhiêu tuổi?**

<input type="checkbox"/> Under 13   Dưới 13 tuổi	<input type="checkbox"/> 35-44 years   35-44 tuổi
<input type="checkbox"/> 13-17 years   13-17 tuổi	<input type="checkbox"/> 45-59 years   45-59 tuổi
<input type="checkbox"/> 18-24 years   18-24 tuổi	<input type="checkbox"/> 60-64 years   60-64 tuổi
<input type="checkbox"/> 25-34 years   25-34 tuổi	<input type="checkbox"/> 65 and older   65 tuổi trở lên

**12. What is your gender? | Giới tính của quý vị là gì?**  
☐ Female | Nữ      ☐ Other | Khác  
☐ Male | Nam      ☐ Prefer not to answer | Tôi không muốn trả lời

**13. What ethnic group do you consider yourself a part of or feel closest to?**  
**Quý vị coi bản thân thuộc hay gần gũi nhất với nhóm dân tộc nào?**

☐ Asian - Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian  
 Người Châu Á - Người Hàn Quốc, Người Nhật Bản, Người Trung Quốc, Người Việt Nam, Người Philippines hoặc Người Châu Á Khác

☐ Black / African American | Người Da Đen / Người Mỹ gốc Phi châu

☐ Latino / Hispanic | Người La-tinh / Tây Ban Nha/Bồ Đào Nha

☐ Middle Eastern | Người gốc Trung Đông

☐ Native American / Alaska Native | Người Mỹ Bản Địa / Người Alaska Bản Địa

☐ Pacific Islander | Người Dân Đảo Thái Bình Dương

☐ White / Caucasian | Người Da Trắng / Người Caucasian

☐ Prefer not to answer | Tôi không muốn trả lời

☐ Other | Khác

**14. Which best describes your employment status?**  
**Điều nào mô tả đúng nhất về tình trạng việc làm của quý vị?**

- ☐ Employed full-time | *Đi làm toàn thời gian*
- ☐ Employed part-time | *Đi làm bán thời gian*
- ☐ Self-employed | *Tự Kinh Doanh*
- ☐ Laid-off / furloughed | *Bị sa thải / Tạm thời nghỉ việc*
- ☐ Not employed, but looking for work | *Không có việc làm nhưng đang tìm việc*
- ☐ Student | *Học sinh/Sinh viên*
- ☐ Homemaker | *Nội trợ*
- ☐ Retired | *Nghỉ hưu*
- ☐ Prefer not to answer | *Tôi không muốn trả lời*

15. What category best describes your total annual household income?  
 Phạm vi nào mô tả đúng nhất về tổng thu nhập hàng năm của hộ gia đình quý vị?

<input type="checkbox"/> Under   Dưới \$10,000	<input type="checkbox"/> \$65,000-\$84,999
<input type="checkbox"/> \$10,000 - \$19,999	<input type="checkbox"/> \$85,000 - \$99,999
<input type="checkbox"/> \$20,000 - \$29,999	<input type="checkbox"/> \$100,000 or more   100,000 trở lên
<input type="checkbox"/> \$30,000-\$49,999	<input type="checkbox"/> Prefer not to answer   Tôi không muốn trả lời
<input type="checkbox"/> \$50,000-\$64,999	<input type="checkbox"/> Not sure   Không chắc

16. Do you have a mobile phone? If so, is it a smartphone that you can access the internet with?

*Quý vị có điện thoại di động không? Nếu có, có phải là điện thoại thông minh mà quý vị có thể truy cập internet không?*

☐ Yes, its a smartphone | Có, điện thoại thông minh

☐ Yes, but not a smartphone | Có, nhưng không phải điện thoại thông minh

☐ No, neither mobile phone nor smart phone | Không, không phải điện thoại di động cũng không phải điện thoại thông minh

17. Do you plan to move out of Orange County soon or within the next 12 months? | *Quý vị có dự kiến sớm chuyển đi khỏi Quận Cam hoặc trong vòng 12 tháng tới không?*

- ☒ Yes, definitely moving | *Có, chắc chắn chuyển đi*
- ☒ Maybe/ thinking about it | *Có thể/đang suy nghĩ về điều đó*
- ☐ No, definitely not moving | *Không, chắc chắn không chuyển đi*
- ☐ N/A – I do not live in Orange County  
*Không áp dụng - Tôi không sống trong Quận Cam*
- ☐ N/A – I plan to move to Orange County  
*Không áp dụng - Tôi dự định chuyển vào Quận Cam*

### 18. How did you learn about this questionnaire?

**Quý vị biết về bảng câu hỏi này từ đâu?**

- ☐ Bus ads | *Quảng cáo trên xe buýt*
- ☐ Email | *Email*
- ☐ Direct Mail / Flyer | *Thư gửi trực tiếp / Tờ rơi*
- ☐ Social Media (Facebook/Instagram)  
*Mạng xã hội (Facebook / Instagram)*
- ☐ OCTA website | *Trang web OCTA*
- ☐ OCTA blog post | *Bài đăng trên blog OCTA*
- ☐ Text alerts | *Thông báo bằng tin nhắn*
- ☐ OC Register (newspaper) | *Đăng ký OC (báo)*
- ☐ Excelsior (newspaper) | *Excelsior (báo)*
- ☐ La Que Buena FM | *La Que Buena FM*
- ☐ La Ranchera FM | *La Ranchera FM*
- ☐ Người Việt Daily News | *Người Việt Daily News*
- ☐ Việt Báo Daily News | *Việt Báo Daily News*
- ☐ Việtface TV 57.2 | *Việtface TV 57.2*
- ☐ Sài Gòn TV 57.5 | *Saigon TV 57.2*
- ☐ OCC Radio 106.3 FM | *OCC Radio 106.3 FM*
- ☐ Sài Gòn Radio Hải Ngoại 106.3 FM | *Sài Gòn Radio Hải Ngoại 106.3 FM*
- ☐ Bolsa Radio 106.3 FM | *Bolsa Radio 106.3 FM*
- ☐ Community meetings | *Các buổi họp cộng đồng*
- ☐ Employer/ Organizational Program | *Chủ lao động/Chương trình của tổ chức*
- ☐ Word of mouth / friends / family | *Truyền miệng / bạn bè / gia đình*
- ☐ Other (please specify) | *Khác (vui lòng nêu rõ)*

**19. What is your email address or phone number?** (This information will only be used to contact you in case you win a prize.)  
**Địa chỉ email hoặc số điện thoại của quý vị là gì?** (Thông tin này sẽ chỉ được sử dụng để liên hệ với quý vị trong trường hợp quý vị đoạt giải.)

20. Any other comments/concerns/questions you would like to share with OCTA?

*Quý vị có muốn chia sẻ các ý kiến/quan ngại/câu hỏi khác với OCTA không?*

1

*Please mail facing this side up*

**BUSINESS REPLY MAIL**

FIRST-CLASS MAIL PERMIT NO. 2784 ORANGE, CA

POSTAGE WILL BE PAID BY ADDRESSEE

MKTG RM 722  
ORANGE COUNTY TRANSPORTATION AUTHORITY  
PO BOX 14184  
ORANGE CA 92663-9831

**NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES**

A promotional graphic for OC Bus. The background is a solid blue color. In the top right corner, the OC BUS logo is displayed in white, featuring a stylized leaf icon above the 'O'. To the right of the OC BUS logo is the OCTA logo, which consists of a stylized 'M' shape with the letters 'OCTA' underneath. The main text, 'Help Us Improve OC Bus', is written in a large, bold, white sans-serif font, centered in the upper half of the image. Below this, the text 'For a chance to win a \$100 Visa gift card\*' is written in a smaller, bold, white sans-serif font. Further down, the Vietnamese text 'Giúp Chúng Tôi Cải Tiến OC Bus Để có cơ hội thắng quà tặng thẻ Visa \$100\*' is written in a white sans-serif font. At the bottom of the image, there is a stylized white silhouette of a bus with blue and orange accents, positioned on a white curved line that represents a road or horizon. The overall design is clean and modern.

**Your thoughts are important to OCTA.**  
Please fill out and mail the postage-paid questionnaire by 3/26 to share your feedback on current and future OC Bus Service.

**Ý kiến của quý vị rất quan trọng đối với OCTA**  
Vui lòng điền vào những câu hỏi sau đây để  
đóng góp ý kiến của quý vị về Dịch Vụ OC Bus  
hiện tại và tương lai.

\*No purchase necessary. For official sweepstakes rules, go to [OCbus.com/2021BusFeedbackOfficialRules](http://OCbus.com/2021BusFeedbackOfficialRules)

Không cần mua gì cả. Các luật rút thăm trúng thưởng, xin truy cập tại trang mạng [OCbus.com/2021BusFeedbackOfficialRules](http://OCbus.com/2021BusFeedbackOfficialRules)

## ATTACHMENT B

## Provide Feedback for Future Bus Service Change

You can also share your thoughts on our website, by phone, or at one of our virtual public meetings.

### Cung Cấp Ý Kiến Đóng góp về những Thay Đổi Dịch Vụ Xe Buýt trong Tương Lai

Quý vị cũng có thể đóng góp ý kiến của mình trên trang mạng của chúng tôi, qua điện thoại hoặc tại một trong những cuộc họp công cộng trên mạng của chúng tôi.

#### Fill out online questionnaire by 3/26 at OCbus.com/2021Feedback

Trả lời những câu hỏi trực tuyến trước ngày 26 tháng 3 tại OCbus.com/2021YKien

#### Participate in a virtual meeting Tham gia họp trực tuyến

By computer: OCbus.com/2021BusChange  
Bằng máy vi tính: OCbus.com/2021YKien  
By phone/Qua điện thoại số: (669) 900-6833

ENGLISH: Tuesday, March 9, 2021 at 6 p.m.  
Meeting ID: 989 4355 7315

TIẾNG VIỆT: Thứ Tư, ngày 10 tháng 3 năm 2021 lúc 3 p.m.  
ID họp: 969 1321 5973

### Provide comments via phone by 3/26 Vui lòng nêu ý kiến qua điện thoại trước ngày 26 tháng 3

ENGLISH: (714) 560-5007 | TIẾNG VIỆT: (714) 560-5003

#### Comment as part of the June Service Change Public Hearing

Ý kiến là một phần của buổi Điều Trần Công Cộng về việc Thay Đổi Dịch Vụ vào tháng 6

Comments must be provided in writing by 5:00 p.m. on April 25, 2021 by emailing to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

Ý kiến đóng góp phải được trình bày bằng thư gửi trước 5:00 p.m. vào ngày 25 tháng 4 năm 2021 bằng cách gửi email đến [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

### OC Bus Service Changes Questionnaire

1. In what ZIP code is your HOME located? (example: 94305)  
NHÀ của quý vị ở khu vực mã ZIP nào? (ví dụ như : 94305)

2. In what ZIP code is your WORK/SCHOOL located? (example: 94305)  
HÀNG LÂM/TRƯỜNG HỌC của quý vị ở khu vực mã ZIP nào? (ví dụ như : 94305)

3. Compared to your average use before COVID-19, how frequently are you riding OC Bus now?  
Tần suất đi OC Bus hiện tại của quý vị so với mức độ sử dụng trung bình trước COVID-19??

- ☐ More than before | Nhiều hơn trước đây  
☐ Same as before | Giống với trước đây  
☐ Less than before | Ít hơn trước đây  
☐ Not at all, but I plan to return  
Hoàn toàn không, nhưng tôi dự kiến sử dụng trở lại  
☐ Not at all, and I don't know yet if I would return  
Hoàn toàn không, và tôi chưa biết tôi có sử dụng lại không  
☐ Not at all, and I will not return | Hoàn toàn không, và tôi sẽ không sử dụng trở lại  
☐ Did not ride before COVID-19, but I am riding now | Không sử dụng xe buýt trước dịch COVID-19 nhưng hiện nay tôi đang sử dụng  
☐ N/A – I do not use OC Bus | Không áp dụng - Tôi không sử dụng OC Bus

4. What are your primary reasons for riding less frequently / not riding? (Select all that apply)  
Các lý do chính khiến quý vị ít đi hơn / không đi xe buýt? (Chọn tất cả các phương án phù hợp)

- ☐ COVID-19 health and safety concerns / issues (social distancing, cleanliness, potential sick passengers...)  
Quan ngại/vấn đề về sức khỏe và an toàn do COVID-19 (giãn cách xã hội, tình trạng vệ sinh, hành khách có khả năng mắc bệnh...)  
☐ Working from home more frequently  
Làm việc tại nhà thường xuyên hơn  
☐ Work location currently closed | Nơi làm việc hiện đóng cửa  
☐ Furloughed / Laid off / Unemployed  
Tạm thời nghỉ việc / Bị sa thải / Thất nghiệp  
☐ School switched to online classes  
Trường học chuyển sang lớp học trực tuyến  
☐ No service / route discontinued  
Dịch vụ / tuyến đường không tiếp tục phục vụ  
☐ Bus takes too long to get to my destination  
Xe buýt mất quá nhiều thời gian để đến nơi  
☐ Bus doesn't run frequently enough  
Xe buýt không chạy thường xuyên  
☐ Bus does not travel to where I need to go  
Xe buýt không đi đến nơi mà tôi cần đến  
☐ Difficult to make transfers or connections  
Khó chuyển tiếp hoặc kết nối

☐ Other (please specify) | Khác (vui lòng nêu rõ)

5. What describes your primary trip purpose for which you currently use / plan to use OC Bus?  
Điều nào mô tả mục đích chính của chuyến đi mà quý vị hiện đang sử dụng/dự kiến sử dụng OC Bus?

- ☐ Work | Đi làm  
☐ Shopping | Đi mua sắm  
☐ School (K-12) | Đi học (Mẫu giáo đến lớp 12)  
☐ School (College / University) | Đi học (Cao đẳng / Đại học)  
☐ Recreation / Social / Entertainment | Vui chơi / Xã hội / Giải trí  
☐ Personal business / Errands | Công việc cá nhân / Làm việc vặt  
☐ Health / Medical appointments | Các cuộc hẹn thăm khám sức khỏe / y tế  
☐ Other | Khác

6. OCTA was able to continue to operate limited, essential service during the pandemic and stay-at-home order. What has been your experience with OC Bus service during the pandemic? (Select up to 3)  
OCTA có thể tiếp tục thực hiện dịch vụ hạn chế, thiết yếu trong thời gian đại dịch và lệnh ở nhà. Trải nghiệm của quý vị với dịch vụ OC Bus trong thời gian đại dịch là gì? (Chọn tối đa ba (3) câu trả lời)

- ☐ It helped me with my essential travel needs  
Dịch vụ giúp tôi với những nhu cầu đi lại cần thiết  
☐ There wasn't enough service where I needed it  
Không có đủ dịch vụ ở nơi tôi cần  
☐ I was able to get to where I needed to go with OC Bus service during COVID-19  
Tôi có thể đến nơi cần đến với dịch vụ OC Bus trong thời gian COVID  
☐ I couldn't get to where I needed to go with OC Bus service during COVID-19  
Tôi không thể đến nơi cần đến với dịch vụ OC Bus trong thời gian COVID  
☐ I appreciate the COVID-19 safety measures  
Tôi cảm kích trước biện pháp an toàn COVID-19  
☐ I wasn't comfortable riding due to COVID-19 concerns  
Tôi không thoải mái khi đi xe buýt do quan ngại COVID  
☐ If I wasn't able to catch my first bus due to capacity, another bus came by shortly  
Nếu tôi không thể bắt chuyến xe buýt đầu tiên do công suất hoạt động giới hạn, chuyến xe buýt khác sẽ sớm đến  
☐ I rode less frequently | Tôi sử dụng xe buýt ít hơn  
☐ I stopped using OC Bus | Tôi ngưng không sử dụng OC Bus  
☐ Other (please specify) | Khác (vui lòng nêu rõ)

7. Please let us know what you think about current OC Bus service on the routes that you use most frequently. (Select up to three (3) routes, with #1 being your most frequently used route)  
Xin quý khách vui lòng cho chúng tôi biết ý kiến về dịch vụ xe buýt OC Bus trên những tuyến đường quý vị sử dụng thường xuyên nhất. (Vui lòng chọn tối đa ba (3) tuyến đường, thường xuyên nhất là #1)

Your 1st most frequently used route: Chọn tuyến đường sử dụng thường xuyên nhất số 1	Your 2nd most frequently used route: Chọn tuyến đường sử dụng thường xuyên nhất số 2	Your 3rd most frequently used route: Chọn tuyến đường sử dụng thường xuyên nhất số 3
<div>Route #   Tuyến #</div>	<div>Route #   Tuyến #</div>	<div>Route #   Tuyến #</div>
Rate your satisfaction with the route Đánh giá sự hài lòng với ba tuyến đường sử dụng thường xuyên nhất		
<div><input type="checkbox"/> Very Satisfied Rất Hài lòng</div> <div><input type="checkbox"/> Satisfied Hài lòng</div> <div><input type="checkbox"/> Neutral Không có ý kiến</div> <div><input type="checkbox"/> Dissatisfied Không hài lòng</div> <div><input type="checkbox"/> Very Dissatisfied Rất tệ</div> <div><input type="checkbox"/> Not applicable Không trả lời</div>	<div><input type="checkbox"/> Very Satisfied Rất Hài lòng</div> <div><input type="checkbox"/> Satisfied Hài lòng</div> <div><input type="checkbox"/> Neutral Không có ý kiến</div> <div><input type="checkbox"/> Dissatisfied Không hài lòng</div> <div><input type="checkbox"/> Very Dissatisfied Rất tệ</div> <div><input type="checkbox"/> Not applicable Không trả lời</div>	<div><input type="checkbox"/> Very Satisfied Rất Hài lòng</div> <div><input type="checkbox"/> Satisfied Hài lòng</div> <div><input type="checkbox"/> Neutral Không có ý kiến</div> <div><input type="checkbox"/> Dissatisfied Không hài lòng</div> <div><input type="checkbox"/> Very Dissatisfied Rất tệ</div> <div><input type="checkbox"/> Not applicable Không trả lời</div>
Comments   Ý kiến		
<div></div>		

8. What would be your top three (3) most important OC Bus service enhancements as a transit rider? (Please check your top three (3) most important service enhancements)  
Ba (3) cải thiện dịch vụ OC Bus quan trọng hàng đầu của quý vị với tư cách là người sử dụng xe buýt là gì? (Vui lòng chọn ba (3) cải thiện dịch vụ quan trọng hàng đầu của quý vị)

Service Enhancements Cải Thiện Dịch Vụ	Weekday Ngày trong tuần	Weekend Ngày cuối tuần
More frequent service Dịch vụ thường xuyên hơn		
Faster travel time   Thời gian di chuyển nhanh hơn		
Less transfer connections between routes Kết nối chuyển tiếp giữa các tuyến ít hơn		
More local shared ride, on-demand services Nhiều dịch vụ sử dụng xe chung, theo yêu cầu trong địa phương hơn		
Earlier service   Dịch vụ sớm hơn		
Later service   Dịch vụ trễ hơn		
More express bus service within Orange County Nhiều dịch vụ xe buýt nhanh hơn trong Quận Cam		
More express bus service to neighboring counties Nhiều dịch vụ xe buýt nhanh đến các quận lân cận hơn		
Other (please specify) Nhiều dịch vụ xe buýt nhanh đến các quận lân cận hơn		

9. What would be your top three (3) most important OC Bus amenities or enhancements? (Please select up to three (3) amenities)  
Ba (3) tiện nghi hoặc cải thiện dịch vụ OC Bus quan trọng hàng đầu của quý vị là gì? (Vui lòng chọn tối đa ba (3) tiện nghi)

- ☐ Real-time information provided at transit centers and major bus stops  
Thông tin thời gian thực được cung cấp tại các trạm trung chuyển và điểm dừng xe buýt chính  
☐ Improved bus stop amenities (benches, shelters, signage, etc.)  
Cải thiện các tiện nghi tại điểm dừng xe buýt (ghế ngồi, nhà chờ, biển báo, v.v...)  
☐ Additional safety and security features on the bus  
Tính năng an toàn và an ninh bổ sung trên xe buýt  
☐ Enhanced cleanliness | Tình trạng sạch sẽ được nâng cao  
☐ Mobile app enhancements | Cải thiện ứng dụng di động  
☐ None of the above | Không có câu nào ở trên đúng  
☐ Other (please specify) | Khác (vui lòng nêu rõ)

10. To assist OCTA to plan future service, please tell us what service you would want. (Please select up to three (3) areas)  
Để hỗ trợ OCTA lập kế hoạch cho dịch vụ tương lai, vui lòng cho chúng tôi biết quý vị muốn dịch vụ nào. (Vui lòng chọn tối đa ba (3) phạm vi).

From Origin   Từ (Các) Điểm gốc: (Please provide an address, intersection, point of interest, or city) (Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)	To Destination   Đến (Các) Điểm đến: (Please provide an address, intersection, point of interest, or city) (Vui lòng cung cấp địa chỉ, đường giao, vị trí quan tâm, hoặc thành phố)	
Service Hours (Select all that apply) Giờ Dịch Vụ (Đánh dấu tất cả các phương án phù hợp)	Weekday Ngày trong tuần	Weekend Ngày cuối tuần
Early Morning   Sáng Sớm (3am-6am)		
Morning   Buổi sáng (6am-10am)		
Mid-day   Buổi trưa (10am-3pm)		
Afternoon   Buổi chiều (3pm-7pm)		
Evening   Buổi tối (7pm-12am)		
Service Frequency   Tần Suất Dịch Vụ (Trình đơn thả xuống) <input type="checkbox"/> 15 mins phút <input type="checkbox"/> 30 mins phút <input type="checkbox"/> 45 mins phút <input type="checkbox"/> 1 hour giờ		
How often would you use this service? Quý vị sẽ sử dụng dịch vụ này thường xuyên như thế nào? <input type="checkbox"/> Less than once/week   Chưa tới một lần một tuần <input type="checkbox"/> 1-2 times/week   1-2 lần một tuần <input type="checkbox"/> 3-4 times/week   3-4 lần một tuần <input type="checkbox"/> 5 or more times/week   Trên 5 lần một tuần		

Continue on other side | Xin xem tiếp trang kế tiếp





A photograph of a bus driver, an older man with grey hair, wearing a black face mask and a white long-sleeved shirt with a dark vest. He is sitting in the driver's seat of a bus, looking towards the camera. The bus interior is visible, including the steering wheel, dashboard, and a digital display. Outside the window, a city street with buildings and trees is visible. The image is used as a background for a public hearing announcement.

# Background

# OC BUS

- OCTA implemented an emergency service change on March 23, 2020 due to the coronavirus (COVID-19) outbreak and the State's stay-at-home order
- OC Bus service continues to operate at 70 percent pre-pandemic service level
- Public outreach including a public hearing is required by Federal Transit Administration Title VI provision for bus service changes that have been in place for 12 months or longer



- Digital communications – website with online questionnaire, social media, eblasts, texting
- 50,000 printed brochures/questionnaires in multiple languages
- Newspaper and on-bus ads
- Multilingual TV and Radio ads
- Three virtual community meetings
- Multilingual hotlines
- Local jurisdiction communications
- Press releases
- Diverse Community Leaders Group and respective networks

Channel	Count
Online/Print Questionnaires	2,086
Virtual Community Meeting Attendees	169
Customer Relations (Calls, Emails, Social Media)	53
Total:	2,262



# Public Information Materials

# OC BUS



Escondido | TỈNH VIỆT

## Provide feedback for a chance to win \$100

Your thoughts are important to OCTA. Help us improve OC Bus service by filling out our questionnaire about current and future OC Bus Service. **Participants will be entered for a chance to win a \$100 Visa gift card.** You can read about OC Bus service during the pandemic and the June 2021 Service change [here](#).

You can choose how you want to give feedback:



**Fill out online questionnaire by 3/26** [HERE](#)



**Participate in a virtual meeting via Zoom**  
By computer/tablet/smart phone: see details at [OCbus.com/2021BusChange](#)

By phone: Call (669) 900-6833 and enter the meeting ID

Meeting in ENGLISH: Tuesday, March 9, 2021 at 6 p.m.  
Meeting ID: 989-4355 7315

Meeting in SPANISH: Wednesday, March 10, 2021 at 6 p.m.  
Meeting ID: 962 6419 0361

Meeting in VIETNAMESE: Wednesday, March 10, 2021 at 3 p.m.  
Meeting ID: 969 1321 5973



**Provide comments via phone by 3/26**

ENGLISH: (714) 560-5007  
SPANISH: (714) 560-5002  
VIETNAMESE: (714) 560-5003



**Mail comment card by 3/26**

Fill out and mail the postage-paid comment card available on the bus.



**Comment as part of the June Service Change Public Hearing**

Comments must be provided in writing by 5:00 p.m. on April 25, 2021 by emailing to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net)

Thank you for helping OCTA and Orange County move forward.

[Learn More](#)

**OC Bus**  
Sponsored

Tham dự buổi họp trên mạng với chúng tôi vào thứ Năm, ngày 10 tháng 3 để chia sẻ ý kiến của quý vị về dịch vụ xe buýt OC Bus ...See More

**Tham dự và nhận 2 vé đi xe buýt!**

OCBUS.COM/TIENGVIE  
Tham dự và nhận 2 vé đi xe buýt  
Đóng góp ý kiến về Thay đổi Dịch vụ x... [SIGN UP](#)

**OC Bus**  
Sponsored

Asista a nuestra reunión virtual el miércoles, 10 de marzo para darnos sus opiniones sobre el servicio de OC Bus durante la ...See More

**¡Asista y reciba 2 pases de autobús!**

OCBUS.COM/ESPAÑOL  
Cambio de servicio de junio  
Comparta sus comentarios para recibir... [SIGN UP](#)

**Help Us Improve OC Bus**  
For a chance to win a \$100 Visa gift card - choose a way to respond below

**Fill out online questionnaire by 3/26 at**  
[OCbus.com/2021Feedback](#)

**Participate in a virtual meeting**  
By computer: [OCbus.com/2021BusChange](#)  
By phone: (669) 900-6833  
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[OCbus.com/2021BusChange](#)

## Giúp Chúng Tôi Cải Tiến OC Bus

Để có cơ hội thắng quà tặng thẻ Visa \$100 - chọn một trong những cách trả lời dưới đây.



**Trả lời những câu hỏi trực tuyến trước ngày 26 tháng 3 tại**  
[OCbus.com/2021YKien](#)



**Tham gia họp trực tuyến**  
Bằng máy vi tính: [OCbus.com/2021YKien](#)  
Qua điện thoại số: (669) 900-6833

TIẾNG ANH: Thứ Ba, ngày 9 tháng 3 năm 2021 lúc 6 p.m.  
ID họp: 989 4355 7315

TIẾNG TÂY BAN NHA: Thứ Tư, ngày 10 tháng 3 năm 2021 lúc 6 p.m.  
ID họp: 962 6419 0361

TIẾNG VIỆT: Thứ Tư, ngày 10 tháng 3 năm 2021 lúc 3 p.m.  
ID họp: 969 1321 5973



**Vui lòng nêu ý kiến qua điện thoại trước ngày 26 tháng 3**  
TIẾNG ANH: (714) 560-5007  
TIẾNG TÂY BAN NHA: (714) 560-5002  
TIẾNG VIỆT: (714) 560-5003



**Gửi thư đóng góp ý kiến qua bưu điện trước ngày 26 tháng 3**

Điền đầy đủ và gửi thư đóng góp ý kiến đã có dán tem sẵn qua đường bưu điện có trên xe buýt.



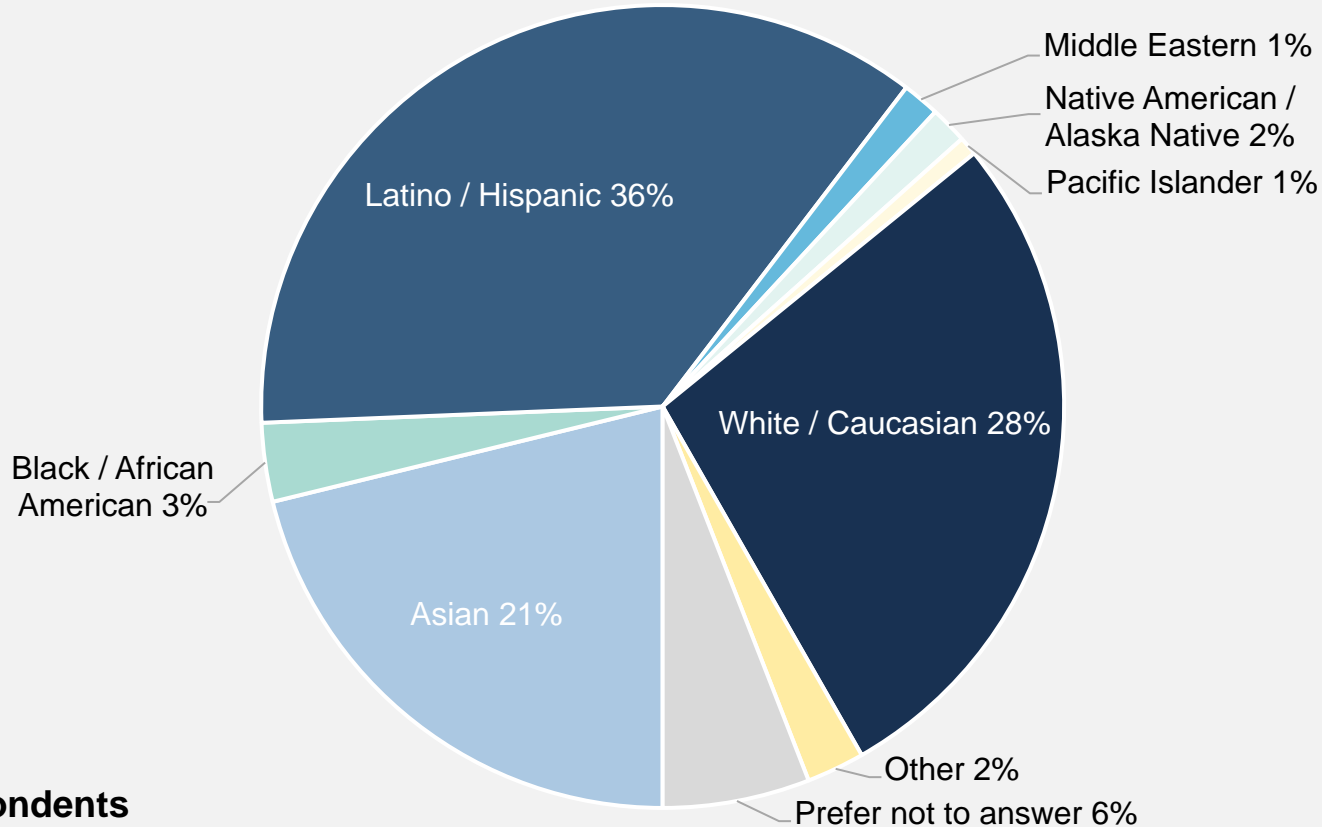
**Ý kiến là một phần của buổi Điều Trần Công Cộng về việc Thay Đổi Dịch Vụ vào tháng 6**

Ý kiến đóng góp phải được trình bày bằng thư gửi trước 5:00 p.m. vào ngày 25 tháng 4 năm 2021 bằng cách gửi email đến [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

[OCbus.com/TiengViet](#)



# Respondent Demographic – Ethnicity

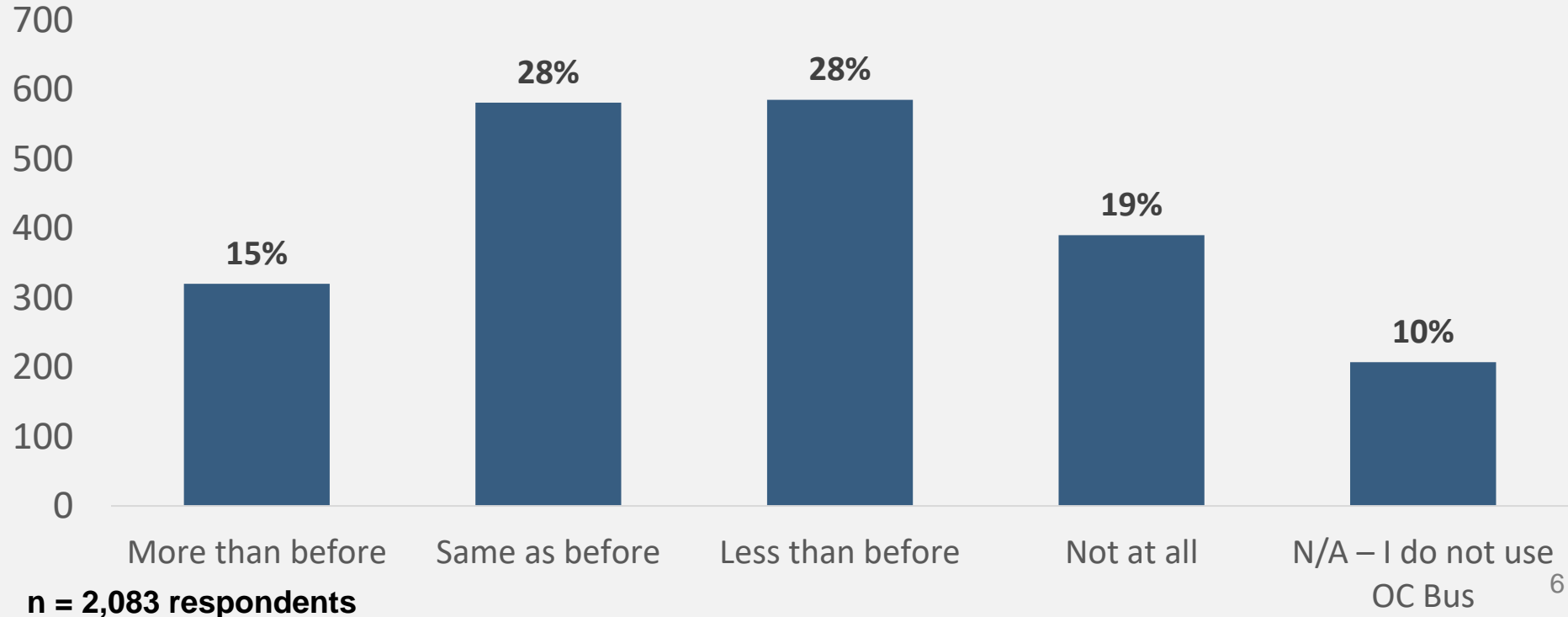


**n = 1,199 respondents**

# Current Usage

# OC BUS

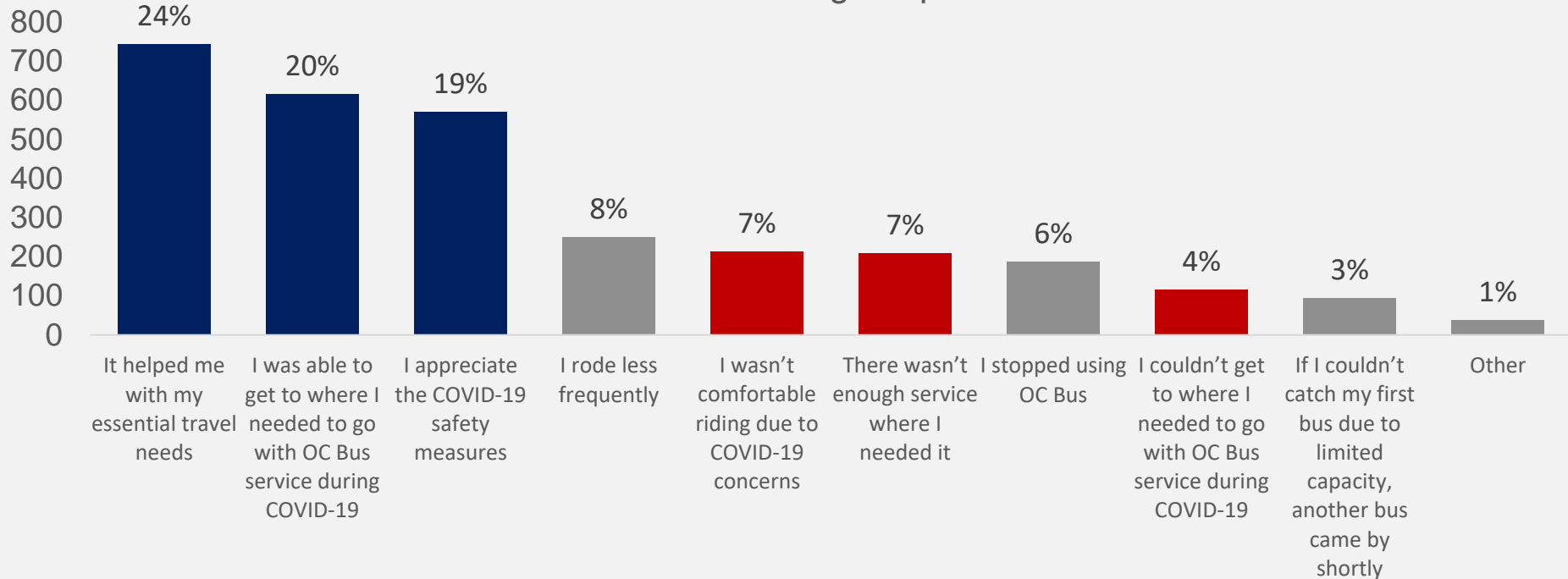
Compared to your average use before COVID-19,  
how frequently are you riding OC Bus now?



# OC Bus Service Experience During Pandemic

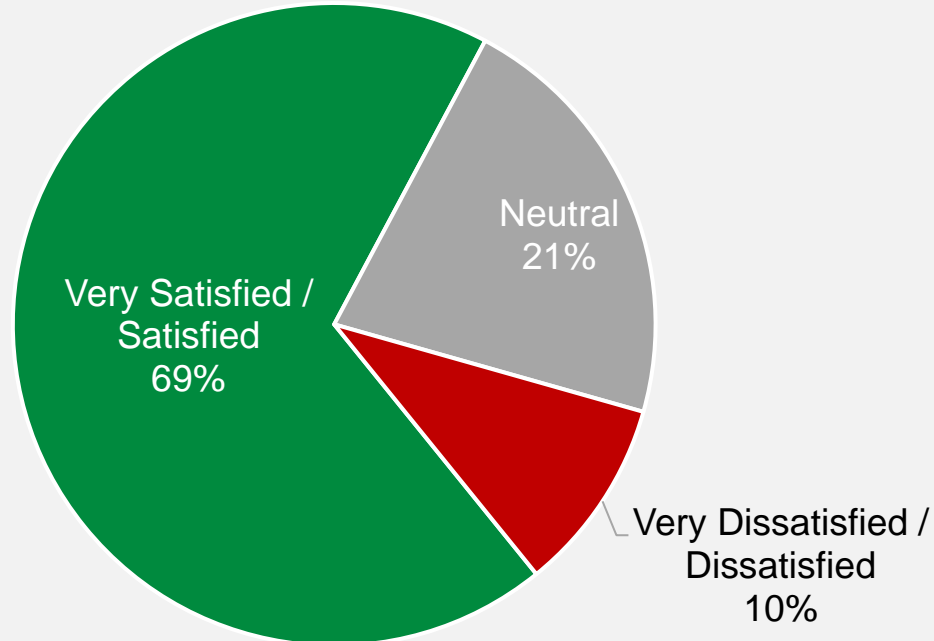
# OC BUS

What has been your experience with OC Bus service during the pandemic?



**n = 3,042 responses from 1,522 respondents (multiple responses possible)**

Rate your satisfaction with routes that you use most frequently.



n = 1,125 responses from 481 respondents

# Route Specific Feedback

- A total of 45 percent of responses are positive
- Customer requested service enhancements (29 percent) included:

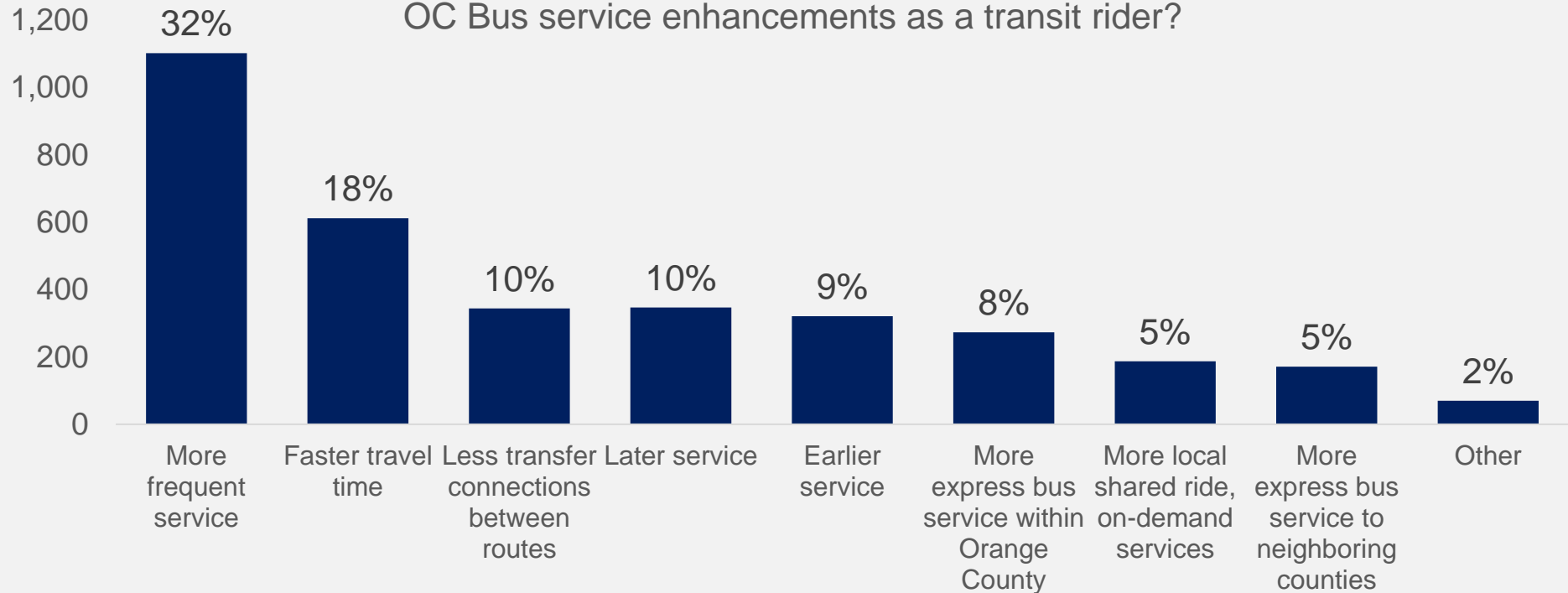
<b>Increase Service Frequency</b> (14 percent) <i>Routes 25, 30, 35, 29, 71</i>	<b>Add Service Span</b> (9 percent overall) <i>Weekday Mornings: Routes 26, 53, 25, 72, 30, 54, 70</i> <i>Weekday Evenings: Routes 42, 87, 25, 83, 26, 38</i> <i>Weekends: Routes 42, 87, 29, 167, 86</i>
<b>Restore Suspended Route</b> (3 percent) <i>Routes 560, 57X, 721, 701</i>	<b>Improve On-Time Performance</b> (3 percent) <i>Routes 57, 35, 53, 50</i>

\* Shown as most frequently mentioned routes, in order of responses

# Future Service Enhancements

# OC BUS

What would be your top three (3) most important OC Bus service enhancements as a transit rider?



**n = 3,427 responses from 1,065 respondents (multiple responses possible)**

# Plan Schedule and Next Steps

Plan Schedule	Timeline
Released Draft Plan for Public Input	February 22, 2021
Implemented Outreach	February 2021 – April 2021
Conduct Public Hearing	April 26, 2021
Submit Final Public Outreach Report and Service Plan Recommendations	May 24, 2021
Implement Changes	June 2021 Service Change Future Service Changes



# MINUTES

## *Board of Directors' Meeting*

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### **Call to Order**

The Monday, April 12, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:01 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

### **Roll Call**

The Deputy Clerk of the Board (DCOB) conducted an attendance Roll Call and announced there was quorum of the Board of Directors (Board) as follows:

**Via Teleconference:** Andrew Do, Chairman  
Mark A. Murphy, Vice Chairman  
Lisa A. Bartlett  
Doug Chaffee  
Barbara Delgleize  
Katrina Foley  
Brian Goodell  
Patrick Harper  
Michael Hennessey  
Gene Hernandez  
Steve Jones  
Joseph Muller  
Vicente Sarmiento  
Tim Shaw  
Harry S. Sidhu  
Donald P. Wagner

**Directors Absent:** Ryan Chamberlain, District Director – Caltrans District 12

**Staff Present:** Jennifer L. Bergener, Deputy Chief Executive Officer  
Gina Ramirez, Deputy Clerk of the Board  
Sahara Meisenheimer, Deputy Clerk of the Board

**Via Teleconference:** Darrell E. Johnson, Chief Executive Officer  
James Donich, General Counsel

## **Invocation**

Director Shaw gave the invocation.

## **Pledge of Allegiance**

Director Muller led in the Pledge of Allegiance.

## **Special Calendar**

### **1. Administration of the Oath of Office to New Orange County Transportation Authority Board of Director**

James Donich, General Counsel, administered the Oath of Office to new Board Member Katrina Foley.

Director Foley thanked Darrell E. Johnson, Chief Executive Officer (CEO), Andrea West, Interim Clerk of the Board, for the orientation and looks forward to working with staff.

Chairman Do and Director Bartlett congratulated Director Foley and welcomed her to the Orange County Transportation Authority (OCTA) Board.

### **2. Public Member Selection**

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and background on the selection process timeline.

Chairman Do stated the Executive Committee discussed the attributes that OCTA was looking for in a Public Member and made the motion to recommend Tam Nguyen to serve as the Public Member.

Vice Chairman Murphy echoed Chairman Do's comments and thanked the staff who put together the process. He noted that while several applicants rose to the top, he concluded that Tam Nguyen is the proper selection for this Board.

A motion was made by Chairman Do, seconded by Vice Chairman Murphy, and following a roll call vote, declared passed 14-1, to approve Tam Nguyen to serve as the Public Member on the Orange County Transportation Authority Board of Directors, filling the currently vacant seat, with a term effective April 12, 2021.

Director Harper echoed Chairman Do and Vice Chairman Murphy's comments and noted Mr. Nguyen is a resident of Fountain Valley and is involved in several community efforts.

**2. (Continued)**

Director Shaw stated he approached this process differently and favored other applicants who had transit experience and thought it was necessary for the selection.

Director Shaw stated that Mr. Nguyen has not been involved in the transportation industry and felt that since most of the Board Members don't have a background in transportation, it would have been great to have selected someone like Steve Huff or Roy Shabazian, who both have experience in transportation.

Director Bartlett commented the three final candidates were excellent. She stated that the OCTA Board might want to consider two seats for Public Member and have one as the transportation or industry expert and another as an actual Public Member seat.

Director Sarmiento agreed with Directors Bartlett and Shaw on the industry background to have a Public Member who can connect to ridership and may use the bus system.

Director Hennessey abstained from voting on this item.

Director Shaw voted in opposition.

**Consent Calendar (Items 3 through 16)**

**3. Approval of Minutes**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of March 22, 2021.

**4. Coronavirus Update**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

**5. Orange County Transportation Authority Investment and Debt Programs Report - February 2021**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

**6. Amendment to Agreement for Financial Advisory Services**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-7-2137 between the Orange County Transportation Authority and Sperry Capital, Inc., to exercise the option term of the agreement, to extend the term through April 30, 2023 and increase the amount by \$400,000, for a total contract value of \$1,065,000, to provide continued financial advisory services.

**7. Annual Insurance Program Review**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

**8. Consultant Selection for the Interstate 405 TransModeler Simulation Model Development**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to:

- A. Approve the selection of Fehr and Peers as the firm to develop a traffic simulation model for the Interstate 405 using the TransModeler software platform.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2558 between the Orange County Transportation Authority and Fehr and Peers, in the amount of \$399,887, to develop a traffic simulation model for Interstate 405 using the TransModeler software platform.

**9. Bus Restructuring Study Consultant Selection**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to:

- A. Approve the selection of Transportation Management and Design, Inc., as the firm to assist in restructuring the OC Bus fixed-route bus system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2739 between the Orange County Transportation Authority and Transportation Management and Design, Inc., in the amount of \$549,914, to assist in the development of recommendations for restructuring the OC Bus fixed-route bus system.

**10. Agreement for Detail Bus Cleaning and Pesticide Application Services**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to:

- A. Approve the selection of Gamboa Services, Inc., doing business as Corporate Image Maintenance, as the firm to provide detail bus cleaning and pesticide application services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2702 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$1,076,726, for detail bus cleaning and pesticide application services for a three-year initial term effective May 1, 2021 through April 30, 2024, with a two-year option term.

**11. Amendment to Agreement for Coach Operator, Operations Instructor, and Field Supervisor Uniforms**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-6-1442 between the Orange County Transportation Authority and Becnel Uniforms, in the amount of \$50,000, to exercise the second option term of the agreement from July 1, 2021 through June 30, 2022, for continued uniform supply services. This will increase the maximum obligation of the agreement to a total contract value of \$871,852.

**12. Orange County Local Transportation Authority Measure M2 Maintenance of Effort, Agreed-Upon Procedures Report, City of Santa Ana, Year Ended June 30, 2020**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to direct staff to monitor implementation of corrective action by the City of Santa Ana.

**13. Orange County Local Transportation Authority Measure M2 Agreed-Upon Procedures Reports, Year Ended June 30, 2020**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to direct staff to monitor implementation of corrective actions proposed by the cities.

**14. Approval to Sell Surplus Land**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to:

- A. Declare the 0.36-acre parcel located within the Trabuco Rose Preserve as surplus land, pursuant to Government Code Section 54221(b), that is no longer necessary for the Orange County Transportation Authority's use.
- B. Direct staff to sell the surplus land parcel located within the Trabuco Rose Preserve.
- C. Authorize the Chief Executive Officer to execute the necessary documents to complete the sale of the surplus land for the offer price of \$13,400.

**15. Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 15-1, to:

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Director Wagner voted in opposition.

**16. Revisions to the Measure M2 Eligibility Guidelines**

A motion was made by Vice Chairman Murphy, seconded by Director Delgleize, and following a roll call vote, declared passed 16-0, to approve proposed revisions to the Measure M2 Eligibility Guidelines.

## **Regular Calendar**

### **17. Measure M2 2020 Update: Next 10 Delivery Plan**

Kia Mortazavi, Executive Director of Planning provided a PowerPoint presentation.

Director Foley inquired about how the stakeholders' and cities' input are incorporated into the plan.

Mr. Mortazavi responded that OCTA's Technical Advisory Committee and staff maintain the call for projects for the cities and the ongoing review of the revenues.

Director Delgleize complimented Slide Eight of the PowerPoint presentation and acknowledged the Planning staff, who are in the background and put this plan together.

A motion was made by Director Wagner, seconded by Director Chaffee, and following a roll call vote, declared passed 16-0, to:

- A. Adopt the 2020 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.

### **18. Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3**

Adriann Cardoso, Department Manager of Programming, provided a verbal report on the following and noted Francesca Ching, Section Manager III of Measure M2 Programs, was on the line to answer any questions.

- Background on the Measure M2 Program;
- Overview on the approved amendment; and
- The Public Hearing for this Ordinance will be held on May 24, 2021.

Director Shaw stated he supports this item but noted his concerns about the large amount of federal money the cities will be receiving. Director Shaw also stated the cities will most likely put the money towards capital improvements versus the cities' obligations and he wants to reiterate how Measure M2 funds should be used for its original intent.

Mr. Johnson, CEO, stated that the American Rescue Plan Act of 2021 passed on March 11, 2021. He noted that OCTA is not clear on how dollars will be spent, it is a one-year proposed extension, and OCTA wants the cities to continue to be successful.

**18. (Continued)**

Director Foley stated she appreciates the one year extension for the cities and believes it will help the cities stabilize.

A motion was made by Director Delgleize, seconded by Director Sarmiento, and following a roll call vote, declared passed 16-0, to:

- A. Direct staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to extend the fiscal year 2020-21 revised maintenance of effort requirement into fiscal year 2021-22 to continue assisting local jurisdictions through this period of economic uncertainty.
- B. Direct staff to set a date of May 24, 2021, for a public hearing and Board of Directors' action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 as it relates to the maintenance of effort requirement.

**Discussion Items**

**19. State Plans and Policies Related to Climate Change**

Kurt Brotcke, Director of Strategic Planning, provided a PowerPoint presentation.

A discussion ensued regarding:

- The State Plan is very problematic and what is in OCTA's control.
- Think about transit riders and projects in the context of this new plan by the state.
- Review funding aspects that could impact future projects in Orange County.
- Actual impacts at the local level.
- What does it mean to convert freeways to a boulevard.
- Adding additional bike lanes and how it is not very well defined.

Mr. Johnson, CEO, stated that the California State Transportation Agency extended the comment deadline on the draft Climate Action Plan for Transportation Infrastructure, also known as CAPTI. Staff will continue to update the Board as more information is released.



**20. Fiscal Year 2021-22 Budget Assumptions**

Victor Velasquez, Department Manager of Financial Planning & Analysis, provided a PowerPoint presentation.

Mr. Johnson, CEO, discussed OCTA's emerging theme which is that revenues are bouncing back and restoring services; specifically, on the transit side with the Coronavirus relief packages.

**21. Public Comments**

There were no Public Comments received.

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

Mr. Johnson, CEO, reported on the following:

Construction Outreach-

- OCTA staff are continuing outreach efforts on the construction projects.
- On April 12<sup>th</sup>, OCTA staff is presenting an update on the 405 Improvement Project to the Seal Beach City Council to keep them apprised of construction activity that may impact their city.

Sustainability Efforts-

- OCTA is celebrating and promoting sustainability throughout the month of April, which is Earth Month and leading up to Earth Day on April 22<sup>nd</sup>.
- This month, staff has launched a new page on the OCTA website that highlights OCTA's ongoing sustainability initiatives.
- OCTA has a long history of promoting a culture of sustainability and delivering projects and programs that protect our air, land, water, and community. The new web page tells the story of how OCTA does this. The new web page is viewable at [octa.net/green](http://octa.net/green).

**23. Directors' Reports**

There were no Directors' Reports.

**24. Closed Session**

There were no Closed Session items scheduled.

**25. Adjournment**

Chairman Do adjourned this meeting in memory of former OCTA Board Member and Mayor of Garden Grove, William Dalton.

Director Jones thanked Chairman Do for closing the meeting in his memory. He noted that Mr. Dalton was not only a Board Member and mayor but a good friend, and mentor to him and he would be dearly missed.

The meeting was adjourned at 10:22 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, April 26, 2021** at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

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Gina Ramirez  
Deputy Clerk of the Board

---

Andrew Do  
Chairman



## COMMITTEE TRANSMITTAL

**April 26, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** Fiscal Year 2020-21 Second Quarter Budget Status Report

Finance and Administration Committee Meeting of April 14, 2021

**Present:** Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones,  
and Muller  
**Absent:** None

**Committee Vote**

Following the roll call vote, this item was declared passed 7-0 by the Members present.

**Committee Recommendation**

Receive and file as an information item.



***April 14, 2021***

**To:** Finance and Administration Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Fiscal Year 2020-21 Second Quarter Budget Status Report

***Overview***

Orange County Transportation Authority staff has implemented the fiscal year 2020-21 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the second quarter of fiscal year 2020-21.

***Recommendation***

Receive and file as an information item.

***Background***

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2020-21 Budget on June 8, 2020. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and projects.

The balanced budget as originally approved by the Board in June was \$1.428 billion. Sources of funds were comprised of \$1.004 billion in current FY revenues and \$423.4 million in use of prior year designations. Uses of funds were comprised of \$1.369 billion of current FY expenditures and \$58.8 million of designations.

The Board approved three series of amendments through the second quarter, increasing the expense budget by \$104 million. This increased the budget to \$1.53 billion as summarized in Table 1 on the following page.

Table 1 - Working Budget

Date	Description	Amount*
7/1/2020	Adopted Budget	\$ 1,427,620
9/14/2020	Anaheim Transit Network - CARES Act <sup>1</sup>	2,355
9/14/2020	Bus Service	(34,120)
9/14/2020	Healthcare	(931)
9/14/2020	LOSSAN Staffing - New Positions <sup>2</sup>	533
9/14/2020	Metrolink Service - Operating Subsidy	12,999
9/14/2020	OC Flex Service	(388)
9/14/2020	Designations	(8,438)
11/23/2020	Amendment to Contract for OC ACCESS Service	5,051
12/14/2020	Interstate 405 Improvement Project Construction	127,000
	<i>Subtotal Amendments</i>	<i>104,061</i>
	<b>Total Working Budget</b>	<b>\$ 1,531,681</b>

<sup>1</sup>CARES - Coronavirus Aid, Relief, and Economic Security

\*in thousands

<sup>2</sup>LOSSAN - Los Angeles - San Diego - San Luis Obispo Rail Corridor

### Discussion

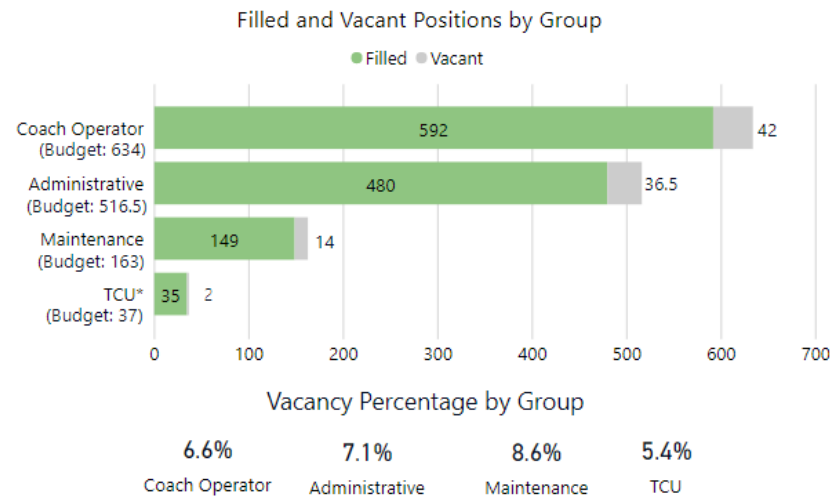
Staff monitors and analyzes revenues and expenditures versus the working budget. This report provides a summary level overview of staffing levels and explanations for material budget-to-actual variances within each pertinent OCTA program. The OCTA programs included are Bus, Commuter Rail, 91 Express Lanes, Motorist and Taxi 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

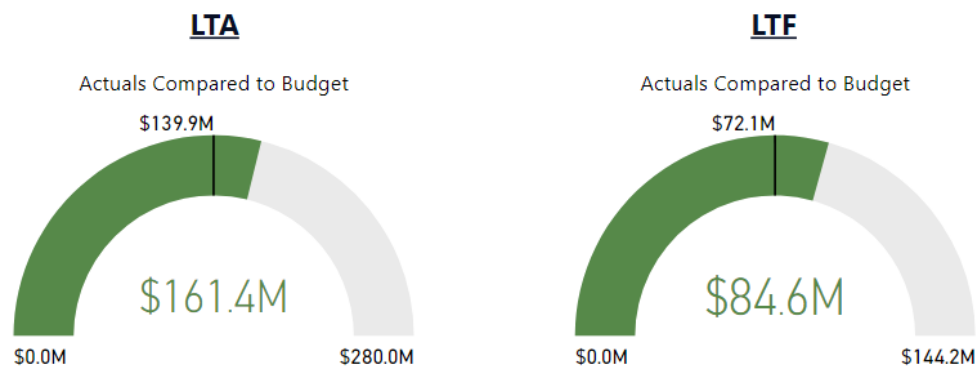
Total salaries and benefits underran the budget by \$3.9 million. This is primarily due to vacancies agency-wide, with the largest vacancy percentages in the maintenance (nine percent), and coach operator and administrative (seven percent) groups at the end of the quarter.



\*TCU - Transportation Communications Union

## Sales Tax Receipts

The charts below 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 \$161.4 million were \$21.5 million higher than the budget and LTF sales tax receipts of \$84.6 million were \$12.5 million higher than the budget. Sales tax figures are outperforming the budget primarily because receipts finished stronger than anticipated in the final quarter of FY 2019-20, which ended in June.



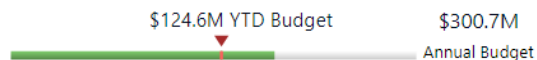
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Major Programs

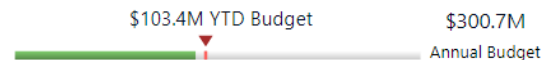
## Bus Program



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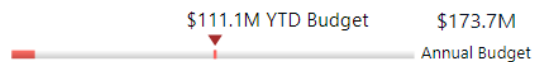
Operating Revenue

## Operating Expense

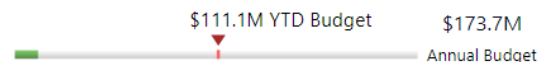


Bus Program operating revenue of \$159.1 million exceeded the budget by \$34.5 million, primarily due to the timing of CARES Act funds received to support operations in the amount of \$21.5 million. Additionally, higher than anticipated LTF sales tax revenue contributed \$12.5 million to the variance. Bus Program operating expenses of \$97.9 million underran the budget by \$5.5 million, primarily due to vacancies for coach operators, maintenance workers, and bus operations administrative employees totaling \$3.2 million. The remainder of the underrun (\$2.3 million) is the result of as-needed items, such as shop supplies, maintenance parts, marketing efforts, and on-call consultant services, which vary based on the needs at any time during the FY.

## Capital Revenue



## Capital Expense



Capital revenue is often sought on a reimbursement basis after capital expenditures have occurred therefore underruns in capital revenue are often due to timing of capital expenditures. Bus Program capital revenue of \$12.6 million underran the budget by \$98.5 million due to less than anticipated revenue reimbursements based on lower capital expenses through the second quarter. Capital expenses of \$12.6 million underran the budget by \$98.5 due to the timing of contract execution for the purchase of 40-foot compressed natural gas buses. The purchase agreement was anticipated to be executed in the first half of the FY but was not executed until January 2021, after the end of the second quarter.

## Rail Program



### Operating Revenue



### Operating Expense



Rail Program operating revenue of \$16.8 million exceeded the budget by \$4.2 million, primarily due to higher than anticipated earnings on investments (\$1.2 million) and a credit of \$1.2 million for prior FY operating surplus from the Southern California Regional Rail Authority (SCRRA). The surplus represents excess contribution by OCTA to SCRRA for operating Metrolink rail service. Operating expenses of \$12.1 million underran by \$0.6 million due to lower as-needed expenses for legal support, on-call engineering services, and right-of-way (ROW) maintenance.

### Capital Revenue



### Capital Expense



Rail Program capital revenue of \$2.7 million exceeded the budget by \$0.5 million due to prior FY grant revenue received in the current FY for construction of the Laguna Niguel to San Juan Capistrano Passing Siding project. Capital expenses of \$2.4 million overran by \$0.2 million due to the timing of a construction contract for the rehabilitation of six Orange County Metrolink stations, which occurred earlier in the FY than anticipated. The variance will be resolved as the FY continues.

## 91 Express Lanes Program



### Operating Revenue



### Operating Expense



The 91 Express Lanes Program operating revenue of \$25.6 million exceeded the budget by \$7.8 million, primarily due to higher than anticipated traffic volumes (\$6.3 million). After budgeting conservatively due to the coronavirus



pandemic, volumes have rebounded faster than anticipated. The remainder is due to larger than anticipated earnings on investments which has benefitted from higher than anticipated performance. Operating expenses of \$6.5 million underran by \$4.8 million, primarily due to as-needed expenses associated with toll road account servicing and legal services (\$3.6 million). Additionally, equipment maintenance underran due to the timing of expenses for the Toll Gantry Infrastructure project (\$1.2 million). The project, led by the California Department of Transportation, was anticipated to be expensed throughout the FY. However, it is now anticipated to begin in the fourth quarter of the FY.

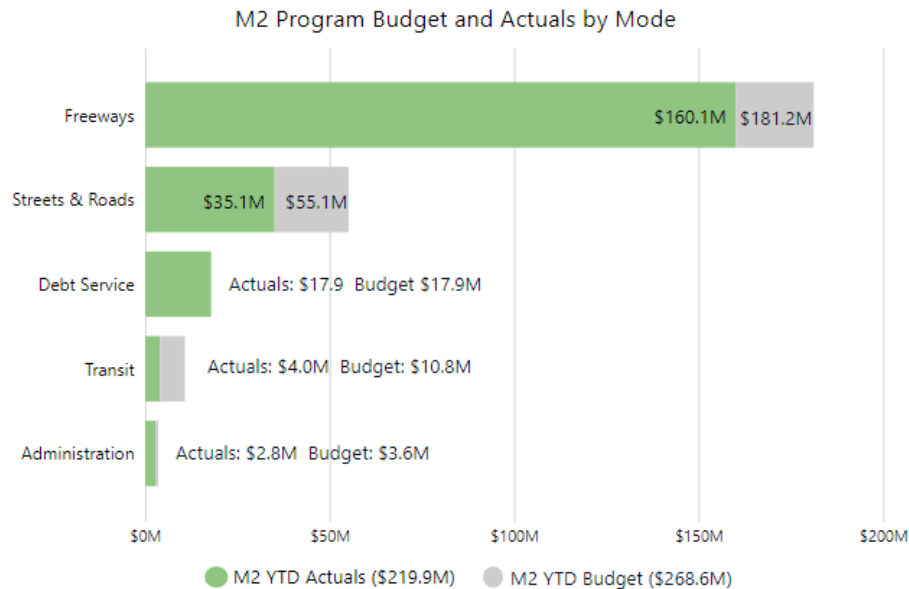
**Capital Revenue****Capital Expense**

Capital revenue for the 91 Express Lanes of \$0.2 million underran by \$0.1 million, due to less than anticipated capital expenses. Capital expenses slightly underran the budget due to the lack of need for transponders. During the first half of the FY, the 91 Express Lanes Program had enough transponders on hand.

**Motorist Services Program****Operating Revenue****Operating Expense**

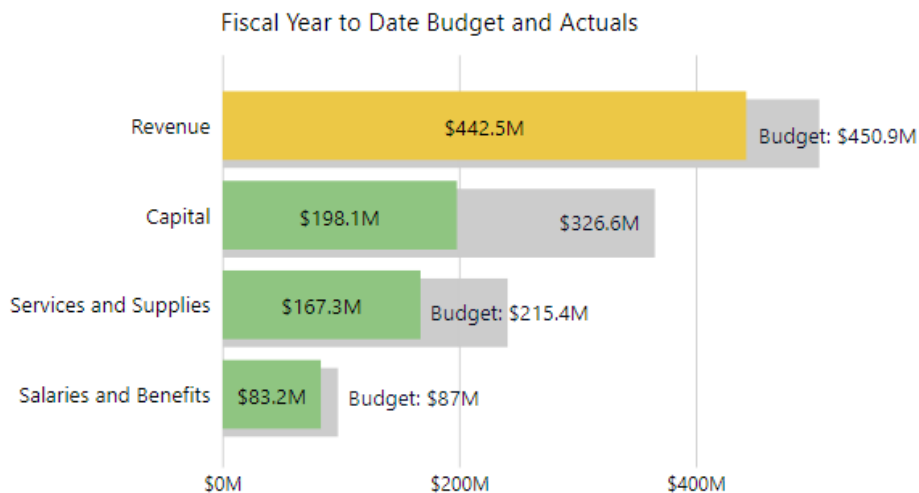
Motorist Services Program revenue of \$5.2 million exceeded the budget by \$1.6 million, which is the result of prior year operating revenue received in the current FY from the State for the Freeway Service Patrol (FSP) Program. Expenses for the program of \$2.5 million underran the budget by \$1.1 million primarily due to lower fuel cost for contracted tow service for the FSP Program. Fuel cost for this program is variable, and due to lower fuel costs, invoices received were lower than anticipated.

## Measure M2 Program



Total expenses for the M2 Program of \$219.9 million underran the budget by \$48.7 million, primarily due to lower than anticipated project payment requests from local jurisdictions for the Regional Capacity Program (\$18.1 million), Community Based Transit/Circulator Program (\$4.9 million), and Regional Traffic Signal Synchronization Program (\$3.3 million). Additionally, there were less construction and ROW expenditures compared to the budget through the quarter for the I-405 Improvement Project (\$18.3 million).

### Summary



Overall, revenue of \$442.5 million underran the budget by \$8.4 million, primarily due to less than anticipated expenses for the Bus Program and 91 Express Lanes Program (\$98.6 million). Offsetting these underruns, some revenues exceeded the budget due to sales tax receipts (\$34 million), the timing of grant revenue including CARES Act funds received (\$26 million), and interest on investments (\$14.4 million).

Capital expenses of \$198.1 million underran the budget by \$128.5 million, primarily due to the timing of an encumbered contract for the purchase of 40-foot compressed natural gas buses which did not occur until after the second quarter closed, and less construction and ROW expenses compared to the budget for the I-405 Improvement Project.

Services and supplies expenses of \$167.3 million underran the budget by \$48.1 million, primarily due to an underrun in contributions to local agencies based on less project payment requests for competitive M2 programs.

Salaries and benefits of \$83.2 million underran the budget by \$3.8 million, due to vacancies, primarily in the coach operator and administrative groups.

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***Attachment***

A. FY 2020-21 Second Quarter Budget Status Summary

**Prepared by:**



Anthony Baruch  
Section Manager,  
Financial Planning and Analysis  
(714) 560-5332

**Approved by:**



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

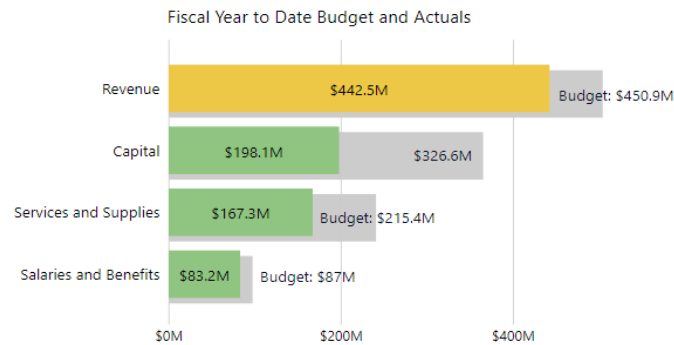


# FY 2020-21 Second Quarter Budget Status Summary

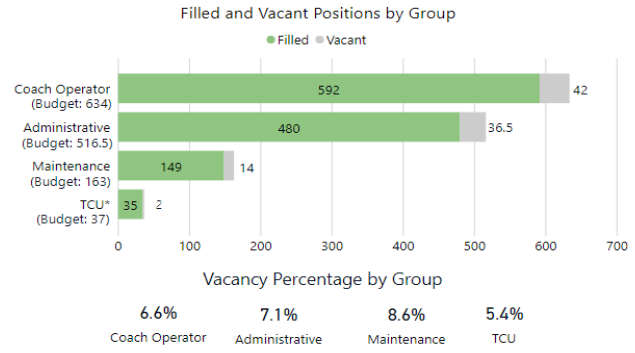
## ATTACHMENT A

● Budget ● Within Budget ● Within 5% Variance ● Over 5% Variance

### Total Authority



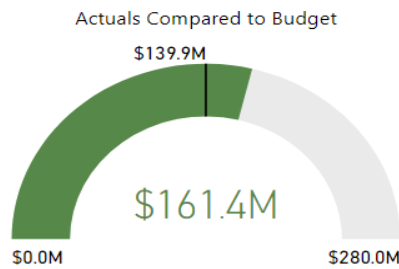
### Staffing



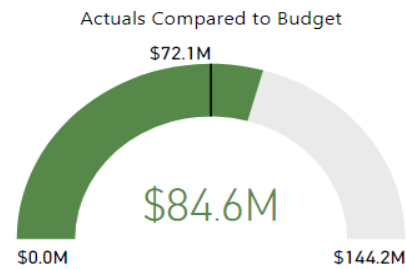
\*TCU - Transportation Communications Union

### Sales Tax Receipts

#### LTA

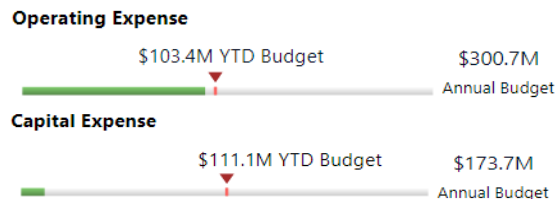
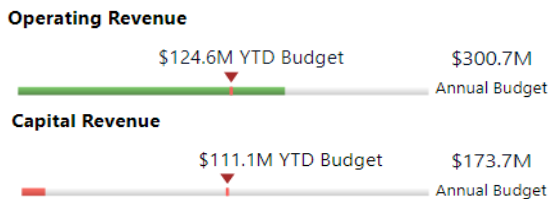


#### LTF

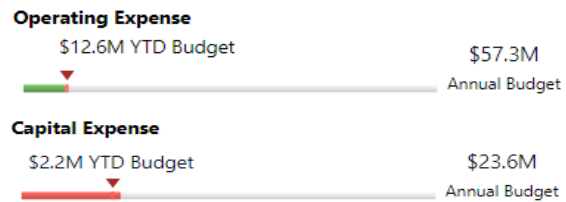
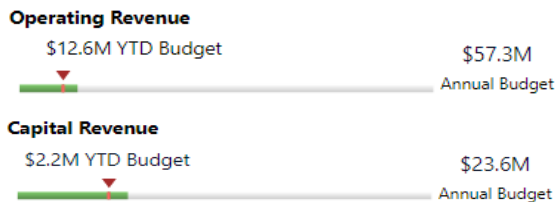


### Major Operating Programs

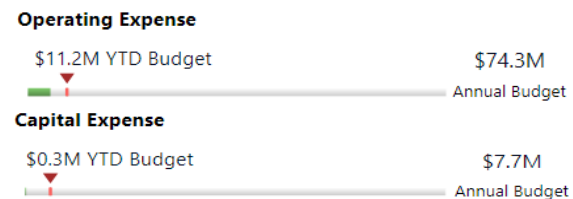
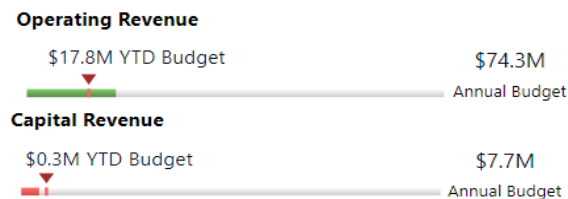
#### Bus Program



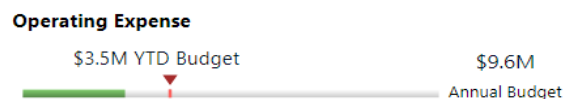
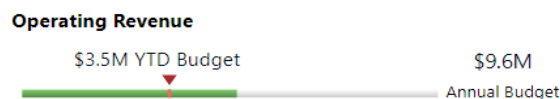
#### Rail Program



#### 91 Express Lanes Program




#### Motorist Services Program





## COMMITTEE TRANSMITTAL

**April 26, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board   
**Subject:** Agreement for Customer Information Center Services

Legislative and Communications Committee Meeting of April 15, 2021

**Present:** Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner  
**Absent:** None

### **Committee Vote**

Following the roll call vote, this item was declared passed 7-0 by the Members present.

### **Committee Recommendations**

- A. Approve the selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year option terms.



***April 15, 2021***

**To:** Legislative and Communications Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Agreement for Customer Information Center Services

### ***Overview***

On December 14, 2020, the Board of Directors approved the release of a request for proposals for the operation of the Customer Information Center. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

### ***Recommendations***

- A. Approve the selection of Alta Resources Corp. as the firm to operate the Customer Information Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year option terms.

### ***Discussion***

The Orange County Transportation Authority (OCTA) provides bus service information to the public through OCTA's website, various digital communications, the online and printed bus book, as well as the Customer Information Center (CIC).

OCTA has been outsourcing the services provided by the CIC since 1995. Currently, CIC services include assisting customers with trip itineraries and other transit information, processing pass sales orders, answering questions regarding the OCTA Reduced Fare Identification (RFID) program, and receiving and recording customer comments and complaints. In 2019, the CIC began answering calls made to the OCTA administrative offices and call routing, along with taking

lost and found inquiries. The CIC currently handles approximately 300,000 calls annually. Call volumes are dynamic and spike in conjunction with events such as service changes and fare adjustments.

The CIC utilizes automated telephone information system technology, which allows customers to select options for recorded information or speak with a representative in English or Spanish. The CIC also provides a language translation service to communicate information between a customer and the representative in any language needed and is also able to respond to customers who are hearing impaired. Currently, the CIC operates seven days a week, 365 days per year.

OCTA has established performance goals for call center operations to ensure customers receive high-quality service. The performance goals require that 80 percent of all calls be answered within two minutes and no more than one CIC-related complaint per 15,000 calls answered. Additionally, CIC staff members are required to ride the fixed-route bus system quarterly to maintain familiarity with the service.

In response to changing customer communication preferences, the new contract for the CIC operations includes additional customer communications channels, including social media. As an example, if a customer asks for information on Facebook or other social media channels about how to use transit services, CIC representatives would be able to directly respond on social media. An upgrade to OCTA's existing customer relations case/customer relationship management software, including integrated social media case management, is currently underway and expected to be completed by the start of the new CIC operations contract.

OCTA has experienced a continuing increase in the amount of social media customer activity, in both customer information inquiries and customer relations comments. Furthermore, feedback from other transit properties about communication channels indicates that the addition of social media and other channels such as Short Message Service (SMS) messages and online chat is beneficial in better serving customer needs and improving response speed and efficiency.

### ***Procurement Approach***

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



On December 14, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2698, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on December 14 and 21, 2020. A pre-proposal conference was held on December 21, 2020 with eight attendees representing five firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, respond to written questions, as well as to handle administrative issues related to the RFP.

On January 25, 2021, three proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Marketing and Customer Engagement, Paratransit Services, Financial Planning and Analysis, and Information Systems departments, as well as an external evaluator from Metrolink, met to review the proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 30 percent as the firm had to demonstrate experience providing a range of similar call center services for an operation similar in size and nature. Staffing and project organization was weighted at 30 percent to ensure the firm proposed an experienced project team and demonstrated effective project organization to successfully manage the operation of OCTA's CIC. Work plan was weighted at 20 percent as the firm had to demonstrate its understanding of the project scope and explain how the call center will be managed to meet OCTA's customer service requirements. Cost and price was weighted at 20 percent to ensure that OCTA receives value for the services provided.

On February 10, 2021, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

AAMCOM, LLC (AAMCOM)  
Redondo Beach, California

Alta Resources Corp. (Alta)  
Brea, California

On February 17, 2021, the evaluation committee conducted interviews with both firms. The interview consisted of a presentation by each firm to demonstrate the firm's understanding of OCTA's requirements. The firms were also requested to provide photographs and/or videos of their facilities. 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 were related to experience with new customer communication channels, handling increases in call volume, training procedures, staff retention, and current work environment. In addition, each team was asked specific clarification questions related to its proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary scores and made adjustments to individual scores. However, Alta remained the higher-ranked firm with the higher overall score.

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

**Qualifications of the Firm**

Alta has been providing call center services since 1995 and has 4,000 employees across five call centers located throughout the United States and Asia. The firm's clients include Access Services, The Walt Disney Company, Johnson & Johnson, Metrolink, and OCTA. The firm has been operating OCTA's CIC since 2001. Alta proposed to continue operations from its 42,000 square foot facility in the City of Brea. The firm indicated that it has expanded operations at the facility to accommodate new and existing client growth. Additionally, Alta has expanded its services to meet clients' evolving needs, such as managing social media, online chat, email, and SMS.

AAMCOM was founded in the 1950s and is headquartered in a 3,000 square foot facility in the City of Redondo Beach with a second call center location in Baja, Mexico and a data center in the City of Santa Ana. The firm has over 50 employees. AAMCOM provides call center services to the Los Angeles County Service Authority for Freeway Emergencies, Los Angeles Department of

Transportation, San Bernardino County Transportation Authority, and Torrance Memorial Physicians Network Internists. Although the firm has experience providing customer information support, the firm demonstrated limited experience handling customer comments and complaints.

#### **Staffing and Project Organization**

Alta proposed the same project team currently providing CIC services, which will ensure uninterrupted operations of the CIC. The proposed project manager has been with the firm for 19 years and is committed to ensuring that the CIC team meets OCTA's requirements. The proposed dedicated team leader has been with Alta for seven years and will be responsible for the day-to-day scheduling and supervision of the CIC staff, as well as an escalation resource should the need arise. Although recruitment of an initial team is not required, Alta has resources and processes in place to hire and train additional staff as new communication channels are added. During the interview, the firm clarified that it provides refreshers and follow-up training to staff. The project team's presentation and detailed responses to the evaluation committee's questions further demonstrated the team's expertise and ability to continue operating the CIC.

AAMCOM proposed a project team with call center experience. The proposed project manager has 13 years of experience and has been with the firm for one year. The proposed team leader has over 25 years of experience and has been with the firm for over a year. The firm also proposed a transition team and described its recruitment procedures. During the interview, AAMCOM clarified it has staff available to provide CIC services if the firm is awarded the contract. AAMCOM detailed its training program, which includes 20 hours of classroom instruction. Although given the opportunity to elaborate and provide examples of the team's experience and understanding of the requirements, the project team provided general responses to the evaluation committee's questions.

#### **Work Plan**

Alta presented a comprehensive work plan that demonstrated an understanding of the scope of work requirements. In addition to continuing to provide current CIC services, the firm discussed its ability to manage multiple communication channels like social media, online chat, and SMS. The firm also indicated that it is capable of handling calls for the OC Streetcar once service begins. The scope of work included the addition of new communication channels, such as social media. During the interview, the firm described its experience managing customer inquiries and customer relations comments using social media for several clients. Alta has troubleshooting and resolution procedures in place, as well as a multi-disaster recovery plan. To demonstrate its response to an emergency like the coronavirus (COVID-19) pandemic, Alta implemented a hybrid work environment with the majority of staff working remotely with

protocols in place for staff coming into the office. Operations have remained consistent with very low absenteeism and turnover. Alta described its approach to meeting OCTA's requirement for completing regular test rides on the OC Bus service, contingent on the COVID-19 pandemic, to ensure familiarity with the Orange County area and OCTA service.

AAMCOM's proposal demonstrated a general understanding of the scope of work. The firm described its system capabilities, installation and testing procedures, as well as its transition plan to be operational by July 1, 2021. The firm described its emergency and disaster plan and troubleshooting procedures. The firm did not address new communication channels, handling calls for the OC Streetcar, and completing the required tests rides in its proposal. Clarification questions were asked in the interview regarding those areas; however, AAMCOM's responses did not provide assurance of the firm's experience and ability to successfully meet the requirements. In response to the COVID-19 pandemic, AAMCOM continued in-person operations with protocols in place, such as social distancing and face masks, until an outbreak in late November 2020. Since then, the firm has shifted to a hybrid work environment.

#### Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average monthly cost, and scored the other proposal's weighted average monthly cost based on its relation to the lowest weighted average monthly cost. The weighted average monthly cost is comprised of fixed monthly costs, as well as variable monthly costs per call volume for various activities including customer inquiries, customer relations calls, and social media responses.

Alta proposed the lowest weighted average monthly cost, which is less than what OCTA currently pays for the services. During the interview, Alta indicated that it was able to reduce costs by 17 percent while still maintaining the same level of service as a result of the updates to the scope of work, such as the addition of new communication channels and adjustments to the pricing structure, which includes both fixed and variable costs.

#### Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Alta as the top-ranked firm for operation of the CIC. Alta delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

**Fiscal Impact**

The project will be included in OCTA's Fiscal Year 2021-22 Budget, pending budget approval, External Affairs, Marketing and Customer Engagement, Account No. 1837-7519-D4601-1E4. These budget items are funded by Orange County Transit District Fund.

**Summary**

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2698 with Alta Resources Corp., in the amount of \$2,980,440, for a three-year initial term, effective July 1, 2021 through June 30, 2024, with two, two-year options, for operation of the Customer Information Center.

**Attachments**

- A. Review of Proposals, RFP 0-2698 Customer Information Center
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2698 Customer Information Center
- C. Contract History for the Past Two Years, RFP 0-2698 Customer Information Center

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## Review of Proposals

## RFP 0-2698 Customer Information Center

Presented to the Legislative and Communications Committee - April 15, 2021

3 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Monthly Cost
1	89	Alta Resources Corp. Brea, California	None	Currently operating the Customer Information Center. Demonstrated customer information and customer relations experience. Provides services to both public and private sector clients. Proposed same project team to continue services. Staff have long tenure at the firm. Demonstrated a clear understanding of the CIC requirements. Described approach to meeting the requirements. Provided detailed responses to the evaluation committee's questions. Received positive responses from references. Proposed lowest weighted average monthly cost.	\$82,790 Fixed Monthly Cost: \$27,848 Variable Monthly Cost: \$54,942
2	65	AAMCOM, LLC Redondo Beach, California	None	Limited customer relations experience. Did not demonstrate capability for handling OCTA's large call volumes. Proposed an experienced project team. Most of staff are relatively new to the firm. Demonstrated a general understanding of the scope of work. Described transition and implementation plan. Responses to the evaluation committee's questions lacked detail. Received positive responses from references. Proposed highest weighted average monthly cost.	\$122,584 Fixed Monthly Cost: \$61,329 Variable Monthly Cost: \$61,255

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)  
Marketing and Customer Engagement (1)  
Contracted Customer Services (1)  
Financial Planning and Analysis (1)  
Information Systems (1)

External:

Metrolink (1)

Proposal Criteria

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan  
Cost and Price

Weight Factors

30%  
30%  
20%  
20%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)**  
**RFP 0-2698 Customer Information Center**

<b>Alta Resources Corp.</b>							<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	4.0	6	26.0
Staffing/Project Organization	4.5	4.5	4.0	4.5	4.5	4.5	6	26.5
Work Plan	4.0	4.5	4.5	4.0	4.0	4.0	4	16.7
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
<b>Overall Score</b>	<b>87.0</b>	<b>92.0</b>	<b>89.0</b>	<b>90.0</b>	<b>90.0</b>	<b>87.0</b>		<b>89</b>

<b>AAMCOM, LLC</b>							<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
Qualifications of Firm	3.5	3.0	3.0	3.5	3.0	3.0	6	19.0
Staffing/Project Organization	3.0	3.5	3.0	3.0	3.5	3.5	6	19.5
Work Plan	3.5	3.5	3.0	3.5	3.0	3.0	4	13.0
Cost and Price	3.3	3.3	3.3	3.3	3.3	3.3	4	13.2
<b>Overall Score</b>	<b>66.2</b>	<b>66.2</b>	<b>61.2</b>	<b>66.2</b>	<b>64.2</b>	<b>64.2</b>		<b>65</b>

Score for non-short-listed-firm is 39.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 0-2698 Customer Information Center**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Alta Resources Corp.</b>						
Contract Type: Time and Expense	C-3-1895	Customer Information Center	April 1, 2014	June 30, 2021	N/A	\$ 8,242,674
Subconsultants: None						
<b>Sub Total</b>						<b>\$ 8,242,674</b>
<b>AAMCOM, LLC</b>						
Contract Type: NA	None	NA	NA	NA	NA	NA
Subconsultants: None						
<b>Sub Total</b>						<b>\$ -</b>





## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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

(A)

**Subject:** State Legislative Status Report

Legislative and Communications Committee Meeting of April 15, 2021

**Present:** Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

**Absent:** None

### **Committee Vote**

Following the roll call vote, this item was declared passed 7-0 by the Members present.

### **Committee Recommendation**

Adopt a SUPPORT position on SB 339 (Wiener, D-San Francisco), which would extend the operation of the Road User Charge Technical Advisory Committee and create a pilot program to test the collection of revenue for a road charge program.



***April 15, 2021***

**To:** Legislative and Communications Committee

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

**Subject:** State Legislative Status Report

### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A position is recommended on legislation that would create a new pilot program for a road usage charge to evaluate actual revenue collection. An update is provided on legislation the Orange County Transportation Authority has supported regarding interoperability of toll operators. Staff has continued to monitor the progress of the High-Speed Rail Project in California and an overview is given regarding its Revised 2020 Business Plan. Finally, an overview is provided on the California Air Resources Board draft regulation to transition all locomotives in California to zero emission.

### **Recommendation**

Adopt a SUPPORT position on SB 339 (Wiener, D-San Francisco), which would extend the operation of the Road User Charge Technical Advisory Committee and create a pilot program to test the collection of revenue for a road charge program.

### **Discussion**

SB 339 (Wiener): Vehicles: road usage charge pilot program.

SB 339 builds on prior legislative efforts to investigate alternatives to the gasoline tax for transportation funding. Previous legislation required the California Transportation Commission to establish the Road Usage Charge Technical Advisory Committee (RUC TAC), which was tasked with designing and implementing a pilot program to study the viability of a mileage-based revenue program for transportation purposes; however, it only simulated the revenue collection. SB 339 extends the RUC TAC responsibilities until January 1, 2027 and, at the recommendation of the first pilot program's next steps, directs the

RUC TAC to design a pilot program to test the actual revenue collection, with an implementation date of January 1, 2023. Specifically, this program is not planned to exceed either the participant's costs of operating the vehicle throughout the duration of the program or the California Transportation Commission's costs to administer the program. This legislation does not require any transition to a new transportation funding mechanism in California. However, the State has set ambitious goals for the transportation sector to transition to zero emission, which will significantly impact traditional sources of transportation funding. Furthermore, the development of such program at the federal level has been a policy supported by various members of Congress, including House Transportation and Infrastructure Ranking Member Sam Graves (R-MO). Therefore, it will be prudent to explore the viability of other funding options that will deliver sustainable revenue sources when fossil fuel consumption decreases.

A comprehensive analysis of SB 339, along with the text of the bill, is included as Attachment A. A SUPPORT position is consistent with the Orange County Transportation Authority's (OCTA) 2020-21 State Legislative Platform principle to "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."

#### SB 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Current state statute provides guidance for how toll facility operators, including OCTA, process toll violations and communicate information with other toll operators and customers. Many of these provisions were first enacted in 2010 with the passage of SB 1268 (Chapter 489, Statutes of 2010) and revised again in 2013 with the passage of AB 179 (Chapter 375, Statutes of 2013). Both bills were introduced to include protections to prevent the selling or otherwise disclosing of personally identifiable information, unless explicitly provided for under statute, while also ensuring that toll operators could efficiently enforce policies on their respective facilities.

Since the passage of these bills, federal law has required toll operators nationwide to develop policies to ensure interoperability between facilities, allowing customers to seamlessly drive between facilities without establishing different accounts. To abide by federal law, toll operators must be able to share necessary information with other toll operators to process tolls, including the location of the toll collection and license plate information.

While the intent of the Legislature in enacting SB 1268 and AB 179 was to adapt to the newest technology, many of the provisions of the statute do not explicitly reflect more recent technology adaptations, including expanded cashless toll collection systems, toll subscriptions completed online and subsequent use of emails or apps to communicate toll facility usage and issue customer

agreements, and the ability to use devices other than transponders for toll collection. Many other common practices and reoccurring issues also need clarification in statute, including the use of third-party contractors for toll penalty collections, and the ability for toll operators to notify customers of public safety or travel alerts. Code sections, therefore, need to be updated to reflect the more widespread use of these methods of communication and collection.

OCTA is the operator of the 91 Express Lanes and is in the process of constructing a second express lane facility as part of the Interstate 405 Improvement Project. The ability to clarify current statutes is critical for the operations of OCTA's facilities to ensure the enforcement of existing toll policies and interoperability with adjacent facilities, including those operated by the Riverside County Transportation Commission and the Transportation Corridor Agencies.

In 2019, OCTA's Board of Directors adopted a co-sponsor position on SB 664 (Allen, D-Santa Monica). SB 664 would have clarified the above referenced statutory provisions, and more clearly improved toll facility interoperability. The bill was supported by toll agencies across the State, but also encountered opposition among various groups including the American Civil Liberties Union of California, Consumer Attorneys of California, and the Western Center on Law and Poverty. SB 664 ultimately stalled in committee due to ongoing negotiations and bill limitations due to the coronavirus (COVID-19) pandemic last legislative session. SB 623 is more limited in its approach than SB 664 to try and ameliorate some concerns by the opposition. SB 623 is currently sponsored by the Transportation Corridor Agencies and is supported by the Bay Area Toll Authority.

Consistent with OCTA's previous co-sponsorship of SB 664 and the principle in OCTA's 2021-22 State Legislative Platform to "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," a SUPPORT position has been taken on SB 623. OCTA's letter of support for SB 623 is included as Attachment B. The text of the bill is included as Attachment C.

#### California High-Speed Rail Authority Revised 2020 Business Plan

On February 9, 2021, the California High-Speed Rail Authority (CHSRA) released its Revised Draft 2020 Business Plan (Business Plan) for a 30-day comment period. The original Business Plan was published in February 2020; however, due to a variety of factors, including the COVID-19 pandemic and legislative inquiries, the Business Plan approval was deferred by nearly a year. CHSRA's Business Plan is an overarching policy document that is used to inform the Legislature, the public, and stakeholders to make decisions regarding the project. The Business Plan is required to be developed every two years and include details on the type of service, timeline, funding, ridership

forecasts, and more. Last year, at a legislative oversight hearing, legislators raised concern about the accuracy of the ridership forecasts and the lack of information in the Business Plan discussing how the COVID-19 pandemic will affect the project.

The Business Plan reports delays on right-of-way acquisition, construction progress, and the execution of contracts due to the COVID-19 pandemic. Particularly affected was the bid for the track and systems contract. Bidders were not able to visit the site in a timely manner, which has now delayed the award for this contract until August 2021. As a part of its funding, the CHSRA receives a continuous appropriation from cap-and-trade auctions. However, due to the low auction proceeds in 2020, the CHSRA portion was reduced by \$288 million. The CHSRA also extended a variety of comment periods in 2020 to allow for adequate public input on environmental documents.

This Business Plan is consistent with Governor Gavin Newsom's direction to focus on the completion of the Central Valley segment, which includes 119 miles currently under construction from the Madera Amtrak Station to Poplar Avenue. This segment is now expected to be complete by 2023, a one-year delay attributed to impacts from the COVID-19 pandemic. Costs for the Central Valley segment are anticipated to increase by \$330 million and this revised Business Plan includes an additional \$1 billion in contingency and a new Stage Gate approach for project delivery after conducting a comprehensive risk assessment, bringing the total of the Central Valley segment to \$13.8 billion. To complete the entire 171-mile segment from the City of Merced to the City of Bakersfield, it is expected to cost between \$21.3 and \$22.8 billion. Currently there is no available funding to complete the entire Phase 1 portion, which includes the Northern and Southern California segments. However, these segments are expected to be environmentally cleared by December 2022.

The CHSRA total authorized funding is projected to be between \$20.6 to \$23.1 billion through 2030, ultimately depending on future cap-and-trade revenues. The Business Plan suggests extending cap-and-trade to 2050, creating a floor minimum, and to allow for financing to create a more predictable funding stream. This estimate also includes the remainder \$4.2 billion of the Proposition 1A bond funds, which would need to be authorized by the Legislature. Not included in this funding estimate would be any additional funding from the federal government. With a new Administration, the CHSRA is confident they will benefit from a federal infrastructure package. The CHSRA has already reported on having productive conversations with the Administration about how to advance high-speed rail in California.

At legislative oversight hearings in March 2021, both the Senate and Assembly Transportation and Budget Subcommittees were able to provide input on the Business Plan. At these hearings, there were discussions about how the CHSRA is preparing the Northern and Southern segments, to which CHSRA responded by referencing funding commitments to the Link Union Station project

and the Rosecrans/Marquardt Grade Separation project in Los Angeles. Some members expressed a desire to see more investment in the Southern California segment. Additionally, the San Diego Association of Governments testified about how investing in the Los Angeles-San Diego-San Luis Obispo rail corridor in the bookend sections will help achieve CHSRA's goals, noting they have \$660 million worth of projects that are shovel ready. The Southern California Regional Rail Authority (Metrolink) also provided input that they have several projects within their Southern California Optimized Rail Expansion program that are shovel ready and shovel worthy, suggesting that they are ready for additional investment in Southern California.

The primary concerns raised by legislators during the hearings were the request for the remaining Proposition 1A bond funds and the current assumption in the Business Plan to utilize a single track for the Central Valley segment. The Legislative Analyst's Office recommended that the Legislature may be inclined to only release a portion of the \$4.2 billion of Proposition 1A funds to exercise more oversight of the project. This will be further developed throughout the budget process.

Many legislators had questions on the effectiveness of a single-track option for the Central Valley segment. The CHSRA indicated that utilizing a single track will result in minimal operational delays and create near-term cost savings. If they were to move forward with the double track, it would cost an additional \$1.1 billion. However, it was noted that, due to inflation and other factors, the cost of implementing a double track system in the future will be at a higher cost. At the CHSRA Board meeting on March 25, 2021, CHSRA Board Members were highly concerned about moving forward with a single track. CHSRA Chief Executive Officer Brian Kelly confirmed that approving this Business Plan would not lock them into a single-track system. The current bidders for the track and systems contract will be presenting three different cost options for the CHSRA Board to review in the summer before the award is given in August of this year. CHSRA Board Members also struggled with the cost estimates and assumptions, stating that they still have little understanding about what the federal government is going to do and that this budget paints an unrealistic picture. Ultimately, the Business Plan was approved by the CHSRA Board with a vote of six to three. Staff will continue to provide any updates on the CHSRA funding dynamics as part of the development of the state budget.

#### California Air Resources Board Draft In-Use Locomotive Regulation

The California Air Resources Board (CARB) is currently in the process of creating an In-Use Locomotive Regulation to compel the transition of locomotives operating in California to zero emission. Since late 2019, CARB has organized workshops with stakeholders to discuss the various factors being considered for the regulation. On March 30, 2021, after the release of the draft regulation, CARB held a workshop to receive feedback. At this workshop, CARB staff reviewed the primary goals of this regulation which are to prioritize emission

reductions in the most disadvantaged communities, decrease locomotive emissions by increasing turnover to Tier 4 and cleaner locomotives, and to eventually move toward zero-emission locomotives in California.

There are four components associated with this regulation. First, is the Spending Account which is to be established by 2023. As a part of this spending account, operators will be assessed a charge based on locomotive emissions levels and amount of work performed in California. These charges will be held in the individual railroads' trust, with annual public reporting of usage and funds deposited. Railroads will use accumulated charges to purchase cleaner locomotives. Until 2034, usage of zero-emission locomotives will generate a credit used to offset monies owed to the spending account. Second, the regulation would institute a useful life limit by requiring all locomotives 23 years old or older to cease operations in California starting in 2030. Third, the regulation would implement a 30-minute idling limit, which is based on the United States Environmental Protection Agency's requirements. Fourth, and finally, this regulation would require operators to report to CARB annually, starting July 1, 2023, information regarding the locomotive engine, total activity by local air district, and any idling if it is over 30 minutes.

At the workshop on March 30, 2021, CARB also discussed cost assumptions and sought input on whether the costs were aligned with real world purchases. Currently, CARB is taking informal comments on the draft regulation until April 16, 2021. CARB is expecting to present this regulation to their Board in April 2022 for the first of the two hearings required. Right now, CARB continues to request input from stakeholders and for operators to begin tracking information that will be used for the Spending Account. While Metrolink has taken the initiative to plan for integration of zero-emission technology, this regulation could pose significant cost pressures, without the assistance of incentives or funding. Additionally, specific concerns have been raised about the timing of this regulation being premature for the availability of the technology, particularly after the COVID-19 pandemic. OCTA staff will continue to be engaged with SCRRA to provide comprehensive feedback on the regulation.

**Summary**

A support position is requested regarding a legislative proposal to create a pilot program to test the collection of revenue for a road charge program. An update is given on a legislative proposal related to toll operators' interoperability requirements. An overview is provided on the California High-Speed Rail Authority's Revised 2020 Draft Business Plan. An update is given on the California Air Resources Board's efforts to create a regulation transitioning locomotives in California to zero emission.

**Attachments**

- A. SB 339 (Wiener, D-San Francisco) Bill Analysis with Bill Language
- B. Letter from Andrew Do, Chairman, Orange County Transportation Authority, to the Honorable Josh Newman, Senator, California State Senate, dated April 1, 2021, re: SB 623 (Newman) – SUPPORT
- C. SB 623 (Newman, D-Fullerton) Bill Language
- D. Orange County Transportation Authority Legislative Matrix

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**BILL:** SB 339 (Wiener, D-San Francisco)  
Introduced February 8, 2021

**SUBJECT:** SB 339 would create a pilot program to test the collection of revenue for a road charge program.

**STATUS:** Pending in the Senate Transportation Committee

**SUMMARY AS OF MARCH 31, 2021:**

In 2014, the Legislature approved SB 1077 (Chapter 835, Statutes of 2014), which required the California Transportation Commission (CTC) to establish a Road Usage Charge Technical Advisory Committee (RUC TAC). This committee was initially charged with implementing a pilot program to evaluate a mileage-based revenue collection as an alternative to the gasoline tax funding source currently in place. The recommendations from the pilot program were published in the CTC's annual report to the Legislature in 2017. The pilot program confirmed the viability of many aspects of the mileage-based revenue collection as an alternative; however, it did not collect actual revenues. As indicated in the recommendations, the next steps include the testing of the actual collection of revenues. SB 339 extends the RUC TAC responsibilities until January 1, 2027, and directs them to design a pilot program to test revenue collection, with an implementation date of January 1, 2023.

**EFFECTS ON ORANGE COUNTY:**

SB 339 supports the recommendations from the California's Road Charge Pilot Program Report in 2017 and aligns with the State's current direction to reduce greenhouse emissions. Specifically, Governor Gavin Newsom signed Executive Order N-79-20 in September 2020, which requires all passenger vehicles sold in California to be zero emission by 2035. Additionally, the new federal Administration has expressed its priority to invest in zero-emission infrastructure on a nationwide scale. House Transportation and Infrastructure Ranking Member Sam Graves (R-MO) has expressed the need to evaluate a new sustainable transportation funding mechanism to replace the gasoline tax for the next surface transportation reauthorization, suggesting that many states and local governments have made significant progress in successfully implementing vehicle miles traveled pilot programs. It is prudent to investigate new transportation funding sources as more vehicles transition to zero emission, making the gasoline tax less reliable and sustainable in the long term.

This legislation is an investigation of an alternative transportation funding source and does create any substantive change to the current transportation funding dynamic in California. Participation in the program will be voluntary and, as a part of the pilot's design, there will be consideration of input from a variety of industry stakeholders. As a transportation agency funding and planning the transportation infrastructure in Orange County, it is imperative that there be a reliable and equitable, long-term funding source to deliver transportation improvements and services.

A support position is consistent with OCTA's 2020-21 State Legislative Platform principle to "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."

**OCTA POSITION:**

Staff recommends: SUPPORT

**Introduced by Senator Wiener**  
**(Coauthor: Senator Wieckowski)**  
(Coauthors: Assembly Members Chiu and Ting)

February 8, 2021

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An act to amend Section 3093 of, and to add Section 3092.5 to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 339, as introduced, Wiener. Vehicles: road usage charge pilot program.

Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023.

This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill

would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require the pilot program to be net revenue neutral, as specified. The bill would require that participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state gasoline tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit a report to the Legislature, as specified.

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

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

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) In 2014, the Legislature passed Senate Bill 1077 (Chapter
- 4 835 of the Statutes of 2014), which created a Road Usage Charge
- 5 Technical Advisory Committee to guide the development and
- 6 evaluation of a pilot program to assess the potential for a
- 7 mileage-based financing mechanism for California's roads and
- 8 highways as an alternative to the gas tax system.
- 9 (b) In 2017, California completed the pilot program, which
- 10 enrolled more than 5,000 vehicles that reported in excess of
- 11 37,000,000 miles over a nine-month period.
- 12 (c) The pilot program confirmed the viability of many aspects
- 13 of a mileage-based financing mechanism but did not test the actual
- 14 collection of revenue. The collection of revenue was simulated in
- 15 the pilot program through mock invoices and payments.
- 16 (d) The testing of revenue collection was identified as a next
- 17 step in the Transportation Agency's 2017 Final Report on the pilot
- 18 program. Taking this next step would allow California to evaluate
- 19 revenue flows and allow for the identification of challenges,
- 20 efficiencies, and synergies for future road charge implementation.
- 21 (e) The Final Report also concluded that, depending on how a
- 22 road charge program is designed, there could be a number of state

1 agencies and departments involved in the revenue collection  
2 process.

3 (f) California’s progress toward developing and implementing  
4 a mileage-based financing mechanism has been heightened with  
5 the issuance of Executive Order No. N-79-20, in September 2020,  
6 which requires a complete transition to a fully zero-emission new  
7 vehicle state auto market by 2035.

8 SEC. 2. Section 3092.5 is added to the Vehicle Code, to read:

9 3092.5. (a) Commencing on or after January 1, 2023, the  
10 Transportation Agency, in consultation with the California  
11 Transportation Commission, shall implement a pilot program to  
12 identify and evaluate issues related to the collection of revenue  
13 for a road charge program.

14 (b) The RUC Technical Advisory Committee shall make  
15 recommendations to the Transportation Agency on the design of  
16 the pilot program to test revenue collection, including the group  
17 of vehicles to participate in the pilot.

18 (1) In deciding which group of vehicles to recommend for the  
19 pilot, the Technical Advisory Committee shall consider input from  
20 industry experts and relevant stakeholders.

21 (2) If a vehicle group other than state-owned vehicles is selected,  
22 participation in the pilot shall be voluntary.

23 (c) The Transportation Agency, in consultation with the  
24 California Transportation Commission, shall convene a state  
25 agency work group to implement the pilot program, which may  
26 include the Department of Transportation, the Department of Motor  
27 Vehicles, the Controller’s office, the California Department of Tax  
28 and Fee Administration, and other state agencies, to design a  
29 process for collecting road charge revenue from vehicles.

30 (d) The pilot program shall be designed to be net revenue neutral  
31 such that the total revenues collected through the mileage-based  
32 financing mechanism do not exceed the total of the following:

33 (1) The estimated state gasoline taxes and electric vehicle fees  
34 paid by pilot program participants to operate a vehicle during the  
35 pilot.

36 (2) State agency costs to administer the pilot program.

37 (e) Participants in the pilot program shall be charged a  
38 mileage-based fee and receive a credit or a refund for the estimated  
39 state gasoline taxes and electric vehicle fees paid to operate a

1 vehicle during the pilot. The credit or refund for electric vehicle  
2 fees, which are paid annually, shall be prorated.

3 (f) The pilot program shall not affect funding levels for each  
4 program or purpose supported by state gasoline tax and electric  
5 vehicle fee revenues.

6 (g) Paragraphs (2) and (3) of subdivision (b) and subdivision  
7 (c) of Section 3091 shall apply to the pilot program.

8 (h) The Transportation Agency, in consultation with the  
9 California Transportation Commission and the RUC Technical  
10 Advisory Committee, shall prepare and submit a report of its  
11 findings based on the results of the pilot program to the appropriate  
12 policy and fiscal committees of the Legislature. The report shall  
13 include, but not be limited to, a discussion of costs and  
14 implementation issues. The report to be submitted pursuant to this  
15 subdivision shall be submitted in compliance with Section 9795  
16 of the Government Code.

17 (i) The RUC Technical Advisory Committee may make  
18 recommendations on the criteria to be used to evaluate the pilot  
19 program.

20 SEC. 3. Section 3093 of the Vehicle Code is amended to read:

21 3093. This chapter shall remain in effect only until January 1,  
22 2023, 2027, and as of that date is repealed, unless a later enacted  
23 statute, that is enacted before January 1, 2023, 2027, deletes or  
24 extends that date.

*AFFILIATED AGENCIES**Orange County  
Transit District**Local Transportation  
Authority**Service Authority for  
Freeway Emergencies**Consolidated Transportation  
Service Agency**Congestion Management  
Agency*

April 1, 2021

The Honorable Josh Newman  
California State Senate  
State Capitol, Room 4066  
Sacramento, California 95814

Subject: **SB 623 (Newman) – SUPPORT**

Dear Senator Newman:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, we are pleased to support SB 623, legislation that will clarify existing law to ensure toll operators statewide can meet interoperability requirements, enforce toll policies, and issue toll violations, without weakening existing privacy protections for the use of personally identifiable information (PII). Without these clarifications, the operation of toll facilities within the State will be impacted.

Current state statute provides guidance for how toll facility operators, including OCTA, process toll violations and communicate information with other toll operators and customers. Many of these provisions were first enacted in 2010 with the passage of SB 1268 (Chapter 489, Statutes of 2010) and revised again in 2013 with the passage of AB 179 (Chapter 375, Statutes of 2013). Both bills were introduced to include protections to prevent the sale or disclosure of PII, unless explicitly provided for under statute, while also ensuring that toll operators could efficiently enforce policies on their respective facilities.

Since the passage of these bills, state and federal law has required toll operators nationwide to develop policies to ensure interoperability between facilities, allowing customers to seamlessly drive between facilities without establishing different accounts. To abide by these requirements, toll operators must be able to share necessary information with other toll operators to process tolls and penalties, including the location of the toll collection and license plate information.

While the intent of the Legislature in enacting SB 1268 and AB 179 was to adapt to the newest technology, many of the provisions of the statute do not explicitly reflect more recent technology adaptations, including expanded cashless toll collection systems, toll subscriptions completed online and subsequent use of emails or apps to communicate toll facility usage and issue customer agreements, and the ability to use devices other than transponders for toll collection. Code sections, therefore, need to be updated to reflect the more

The Honorable Josh Newman  
April 1, 2021  
Page 2

widespread use of these methods of communication and collection. Many other common practices and reoccurring issues also need clarification in statute, including the use of third-party contractors for toll penalty collections, and the ability for toll operators to notify customers of public safety or travel alerts.

SB 623 makes needed technical corrections to maintain the intent of SB 1268 and AB 179 and their associated privacy protections, while also ensuring that toll operators can share necessary information with each other to comply with state and federal interoperability requirements, improve customer service and facility efficiency, and maximize the use of revenues for reinvestment in further transportation improvements. Without these changes, toll facilities across the State could be subject to potential litigation challenges that could disrupt the viability of existing and future toll facilities, and threaten the ability of toll agencies to use toll revenues to invest in additional transportation improvements.

A SUPPORT position is consistent with the OCTA 2021-22 State Legislative Platform's principle to "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."

If your committee or staff have any questions regarding OCTA's position on SB 623, please contact Kristin Jacinto, Manager of State and Federal Relations, at (714) 560-5754 or [kjacinto@octa.net](mailto:kjacinto@octa.net).

Sincerely,



Andrew Do  
Chairman

AD:kj

c: Darrell E. Johnson, Chief Executive Officer  
Orange County State Legislative Delegation  
Topp Strategies, LLC



## SENATE BILL

No. 623

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**Introduced by Senator Newman**  
**(Coauthors: Senators Cortese and Dodd)**  
(Coauthor: Assembly Member Mullin)

February 18, 2021

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An act to amend Sections 27565 and 31490 of the Streets and Highways Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

SB 623, as introduced, Newman. Electronic toll and transit fare collection systems.

Existing 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. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility.

This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

Existing law prohibits a transportation agency from selling or providing to any other person or entity personally identifiable information, as defined, of a person who subscribes to an electronic toll or electronic transit fare collection system or who uses a toll facility that employs an electronic toll collection system, except as specified.

Existing law requires a transportation agency that employs an electronic toll collection or an electronic transit fare collection system to establish a privacy policy regarding the collection and use of personally identifiable information and provide to subscribers of that system a copy of the privacy policy.

This bill would specify that the transportation agency is required to provide a hard copy of, or internet link to, the privacy policy, as specified. The bill would require that the privacy policy include the process by which a subscriber provides opt-in consent to the use of their personally identifiable information for a specified purpose and the process for revoking that consent.

Existing law requires a transportation agency to make every effort to purge the personal account information of an account that is closed or terminated. Under existing law, that requirement does not prohibit a transportation agency, or its designee, from performing financial and accounting functions.

This bill would instead specify that the requirement does not prohibit a transportation agency from using or providing personally identifiable information for specified purposes, which the bill would assert is declarative of existing law.

Existing law prohibits a transportation agency from using a nonsubscriber's personally identifiable information obtained using an electronic toll collection or electronic transit fare collection system to market products or services to that nonsubscriber, except marketing toll-related products or services in a notice of toll evasion.

This bill would delete that exception and instead expressly authorize a transportation agency to include marketing for toll-related products or services in a notice related to a toll evasion or an invoice or receipt for pay-by-plate toll payment sent to a subscriber or nonsubscriber, which the bill would assert is declarative of existing law.

This bill would make various technical changes, some of which the bill would assert are declarative of existing law.

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

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

- 1 SECTION 1. Section 27565 of the Streets and Highways Code
- 2 is amended to read:

1 27565. (a) The department, in cooperation with the district  
2 and all known entities planning to implement a toll facility in this  
3 state, shall develop and adopt functional specifications and  
4 standards for an automatic vehicle identification ~~system~~, *system*  
5 *for intrastate interoperability*, in compliance with all of the  
6 following objectives:

7 (1) In order to be detected, the driver shall not be required to  
8 reduce speed below the applicable speed for the type of facility  
9 being used.

10 (2) ~~The~~ A vehicle owner shall not be required to purchase or  
11 install more than one device to use on all toll facilities, but may  
12 be required to have a separate account or financial arrangement  
13 for the use of these facilities.

14 (3) The facility operators shall have the ability to select from  
15 different manufacturers and vendors. The specifications and  
16 standards shall encourage multiple bidders, and shall not have the  
17 effect of limiting the facility operators to choosing a system that  
18 is able to be supplied by only one manufacturer or vendor.

19 (b) Except as provided in subdivision (c), ~~any~~ *an* automatic  
20 vehicle identification system purchased or installed after January  
21 1, 1991, shall comply with the specifications and standards adopted  
22 pursuant to subdivision (a).

23 (c) Subdivision (b) does not apply to an interim automatic  
24 vehicle identification system for which a contract is entered into  
25 between an entity planning to implement a toll facility and the  
26 supplier of the interim system ~~prior to~~ *before* January 1, 1994, if  
27 both of the following requirements are met:

28 (1) The department has made a written determination that the  
29 installation and operation of the interim system will expedite the  
30 completion of the toll facility and its opening to public use.

31 (2) The entity planning to implement the toll facility has entered  
32 into an agreement with the department to install, within five years  
33 after any portion of the toll facility is opened for public use, an  
34 automatic vehicle identification system meeting the specifications  
35 and standards adopted pursuant to subdivision (a).

36 (d) The automated vehicle identification system developed by  
37 the department pursuant to subdivision (a) shall be capable of  
38 identifying various types of vehicles, including, but not limited to,  
39 commercial vehicles.

(e) On and after the date specified in the federal Moving Ahead for Progress in the 21st Century Act for implementation of interoperability of electronic toll collection on federal-aid highways, operators of toll facilities on federal-aid highways may fully implement technologies or business practices that provide for the *interstate* interoperability of electronic toll collection programs consistent with federal law. Operators of toll facilities on federal-aid highways engaged in an *interstate* interoperability program may provide only the following information regarding a vehicle's use of the toll facility, *specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability* and shall otherwise comply with all federal and state privacy protection laws, including, but not limited to, Section ~~31490~~: 31490.

~~(1) License plate number.~~

~~(2) Transponder identification number.~~

~~(3) Date and time of transaction.~~

~~(4) Identity of the agency operating the toll facility.~~

SEC. 2. Section 31490 of the Streets and Highways Code is amended to read:

31490. (a) Except as otherwise provided in this section, a transportation agency may not sell or otherwise provide to any other ~~person~~ *individual* or entity personally identifiable information of any person who subscribes to an electronic toll or electronic transit fare collection system or who uses a toll bridge, toll lane, or toll highway that employs an electronic toll collection system.

(b) A transportation agency that employs an electronic toll collection or an electronic transit fare collection system shall establish a privacy policy regarding the collection and use of personally identifiable information and provide to subscribers of that system a *hard* copy of the privacy ~~policy~~ *policy, or internet link to the privacy policy*, in a manner that is conspicuous and meaningful, such as by providing a copy ~~to~~ *of, or link to*, the ~~subscriber privacy policy~~ with the transponder, electronic transit pass, or other device used as an electronic toll or transit fare collection mechanism, ~~or, if the system does not use a mechanism, in an email acknowledging that the subscription process was successfully completed, or with the application materials.~~ A transportation agency shall conspicuously post its privacy policy

1 on its ~~Internet Web site~~. *internet website*. For purposes of this  
 2 subdivision, “conspicuously post” has the same meaning as that  
 3 term is defined in paragraphs (1) to (4), inclusive, of subdivision  
 4 (b) of Section 22577 of the Business and Professions Code. The  
 5 *privacy* policy shall include, but need not be limited to, a  
 6 description of the following:

7 (1) The types of personally identifiable information that is  
 8 collected by the agency.

9 (2) The categories of third-party ~~persons~~ *individuals* or entities  
 10 with whom the agency may share personally identifiable  
 11 information.

12 (3) The process by which a transportation agency notifies  
 13 subscribers of material changes to its privacy policy.

14 (4) The effective date of the privacy policy.

15 (5) The process by which a subscriber may review and request  
 16 changes to any of ~~his or her~~ *their* personally identifiable  
 17 information.

18 (6) *The process by which a subscriber provides opt-in consent*  
 19 *to the use of their personally identifiable information pursuant to*  
 20 *subdivision (j) and the process for revoking that consent. This*  
 21 *process shall be described in a clear manner.*

22 (c) A transportation agency may, within practical business and  
 23 cost constraints, store only personally identifiable information of  
 24 a person such as, to the extent applicable, the account name, credit  
 25 card number, billing address, vehicle information, and other basic  
 26 ~~account~~ information required to perform ~~account~~ functions such  
 27 as billing, account settlement, or enforcement activities. All other  
 28 information shall be discarded no more than four years and six  
 29 months after the billing cycle has concluded, the bill has been paid,  
 30 and all toll or fare violations, if applicable, have been ~~resolved~~.  
 31 *resolved, except as required to comply with the requirements of a*  
 32 *litigation hold.*

33 (d) A transportation agency shall make every effort, within  
 34 practical business and cost constraints, to purge the personal  
 35 account information of an account that is closed or terminated. ~~In~~  
 36 ~~no case shall a~~ A transportation agency *shall not* maintain personal  
 37 information more than four years and six months after the date an  
 38 account is closed or ~~terminated~~. *terminated, except as required to*  
 39 *comply with the requirements of a litigation hold.*

(e) (1) A transportation agency may make personally identifiable information of a person available to a law enforcement agency only pursuant to a search warrant. Absent a provision in the search warrant to the contrary, the law enforcement agency shall immediately, but in any event within no more than five days, notify the person that ~~his or her~~ *their* records have been obtained and shall provide the person with a copy of the search warrant and the identity of the law enforcement agency or peace officer to whom the records were provided.

(2) This section does not prohibit a peace officer, as defined in Section 830.1 or 830.2 of the Penal Code, when conducting a criminal or traffic collision investigation, from obtaining personally identifiable information of a person if the officer has good cause to believe that a delay in obtaining this information by seeking a search warrant would cause an adverse result, as defined in subparagraphs (A) to (E), inclusive, of paragraph (2) of subdivision (a) of Section 1524.2 of the Penal Code.

(f) This section does not prohibit a transportation agency in subdivision (a) from providing aggregated traveler information derived from collective data that relates to a group or category of persons from which personally identifiable information has been removed.

(g) This section does not prohibit a transportation agency, with respect to an electronic toll collection system, from providing the license plate number of an intermodal chassis to the owner of the chassis for purposes of locating the driver of the chassis in the event the driver fails to pay a toll.

(h) This section, with respect to an electronic toll collection system, does not prohibit a transportation agency from sharing data with another transportation agency solely to comply with interoperability specifications and standards adopted pursuant to *subdivision (a) or (e) of Section 27565* regarding electronic toll collection devices and technologies. A third-party vendor may not use personally identifiable information obtained under this subdivision for a purpose other than described in this subdivision.

~~(i) Subdivision (d) This section shall not prohibit a transportation agency, or its designee, agency from performing financial and accounting functions such as using or providing personally identifiable information for purposes of billing, account settlement, account maintenance, collection, enforcement, system optimization,~~

1 *device distribution, auditing, issuing public safety or travel alerts,*  
2 *conducting customer satisfaction surveys, or other—financial*  
3 *activities required to operate and manage the electronic toll*  
4 *collection system or transit fare collection system. This section,*  
5 *with respect to electronic transit fare collection systems, does not*  
6 *prohibit the sharing of data between transportation agencies for*  
7 *the purpose of interoperability between those agencies. A*  
8 *third-party vendor—may shall not use personally identifiable*  
9 *information obtained under this subdivision for a purpose other*  
10 *than as described in this subdivision.*

11 (j) This section does not prohibit a transportation agency from  
12 communicating, either directly or through a contracted third-party  
13 vendor, to subscribers of an electronic toll collection system or an  
14 electronic transit fare collection system about products and services  
15 offered by, the agency, a business partner, or the entity with which  
16 it contracts for the system, using personally identifiable information  
17 limited to the subscriber’s name, address, and electronic mail  
18 address, provided that the transportation agency has received the  
19 subscriber’s—~~express-written~~ *opt-in* consent to receive the  
20 communications.

21 (k) (1) A transportation agency—~~may~~ *shall* not use a  
22 nonsubscriber’s personally identifiable information obtained using  
23 an electronic toll collection or electronic transit fare collection  
24 system to market products or services to that nonsubscriber. ~~This~~  
25 ~~subdivision shall not apply to~~

26 (2) *Notwithstanding subdivision (j) and paragraph (1), a*  
27 *transportation agency may include marketing for toll-related*  
28 *products or services—contained in a notice—of related to a toll*  
29 *evasion issued pursuant to Section 23302 of the Vehicle Code; or*  
30 *an invoice or receipt for pay-by-plate toll payment sent to a*  
31 *subscriber or nonsubscriber.*

32 (l) For purposes of this section, “transportation agency” means  
33 the Department of Transportation, the Bay Area Toll Authority,  
34 any entity operating a toll bridge, toll lane, or toll highway within  
35 the state, any entity administering an electronic transit fare  
36 collection system and any transit operator participating in that  
37 system, or any entity under contract *at any level* with any of the  
38 ~~above entities; entities for purposes of an activity specified in~~  
39 *subdivision (e), (g), (h), (i), (j), or (k).*

(m) For purposes of this section, “electronic toll collection system” is a system ~~where~~ *in which* a transponder, camera-based vehicle identification system, or other electronic medium is used to deduct payment of a toll from a subscriber’s account or to establish an obligation to pay a toll, and “electronic transit fare collection system” means a system for issuing an electronic transit pass that enables a transit passenger subscriber to use the transit systems of one or more participating transit operators without having to pay individual fares, where fares are instead deducted from the subscriber’s account as loaded onto the electronic transit pass.

(n) For purposes of this section, “person” means any person who subscribes to an electronic toll collection or electronic transit fare collection system or any person who uses a toll bridge, toll lane, or toll road that employs an electronic toll collection system.

(o) For purposes of this section, “personally identifiable information” means any information that identifies or describes a person including, but not limited to, travel pattern data, address, telephone number, email address, license plate number, photograph, bank account information, or credit card number. For purposes of this section, with respect to electronic transit fare collection systems, “personally identifiable information” does not include photographic or video footage.

(p) For purposes of this section, “interoperability” means the sharing of data, including personally identifiable information, across multiple transportation agencies for the sole purpose of creating *and operating* an integrated transit fare payment system, integrated toll payment system, or both.

(q) (1) In addition to any other remedies provided by law, a person whose personally identifiable information has been knowingly sold or otherwise provided in violation of this section may bring an action to recover either actual damages or two thousand five hundred dollars (\$2,500) for each individual violation, whichever is greater, and may also recover reasonable costs and attorney’s fees.

(2) A person whose personally identifiable information has been knowingly sold or otherwise provided three or more times in violation of this section may bring an action to recover either actual damages or four thousand dollars (\$4,000) for each individual



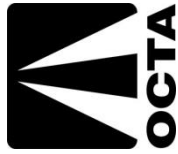
1 violation, whichever is greater, and may also recover reasonable  
2 costs and attorney's fees.

3 (r) Nothing in subdivisions (c) and (d) shall preclude compliance  
4 with a court order or settlement agreement that has been approved  
5 on or before April 25, 2010.

6 (s) A transportation agency that employs an electronic toll  
7 collection or electronic transit fare collection system may impose  
8 an administrative fee on persons who use those systems in an  
9 amount sufficient to cover the cost of implementing this section.

10 SEC. 3. (a) Except for the amendment of subdivision (e), but  
11 including both additions of "interstate" in that subdivision, the  
12 amendments of Section 27565 of the Streets and Highways Code  
13 made by this act do not constitute a change in, but are declaratory  
14 of, existing law.

15 (b) Except for the amendments of subdivisions (b), (c), and (j),  
16 the amendments of Section 31490 of the Streets and Highways  
17 Code made by this act do not constitute a change in, but are  
18 declaratory of, existing law.



## Orange County Transportation Authority Legislative Matrix

2021 State Legislation Session  
April 15, 2021

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<b>► AB 339 (Lee – D)</b>  State and Local Government: Open Meetings	Requires all meetings of legislative local bodies using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. Requires all meetings to provide the public with an opportunity to comment on proposed legislation, and requires translation services to be provided, as specified.	<b>INTRODUCED:</b> 01/28/2021 <b>LOCATION:</b> ASSEMBLY  <b>STATUS:</b> 01/28/2021 <i>INTRODUCED.</i>	<b>OPPOSE UNLESS AMENDED</b>  <i>Oppose: Transportation Corridor Agencies (TCA), Rural Counties Representatives of California, California Special Districts Association, League of California Cities, California State Association of Counties</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>► AB 1499 (Daly – D)</b>  Transportation: Design-Build: Highways	Extends statewide design-build authority related to the state highway system indefinitely.	<b>INTRODUCED:</b> 02/19/2021 <b>LOCATION:</b> Assembly <i>Transportation Committee</i>  <b>STATUS:</b> 03/11/2021 To ASSEMBLY Committee on TRANSPORTATION.	Support  Support: Self-Help Counties Coalition (co-sponsor), Professional Engineers in California Government (co-sponsor)
<b>► SB 261 (Allen – D)</b>  Regional Transportation Plans: Sustainable Communities	Requires that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the California Air Resources Board.	<b>INTRODUCED:</b> 01/27/2021 <b>LOCATION:</b> Senate <i>Transportation Committee</i>  <b>STATUS:</b> 03/15/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2).	OPPOSE UNLESS AMENDED (partial list)  Support: Climateplan, Coalition for Clean Air, Environmental Health Coalition  Oppose: California Association of Council of Governments (CALCOG), Southern California Association of Governments (unless amended), California Building Industry Association, California Chamber of Commerce, Associated General Contractors

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 274</b> <b>(Wieckowski – D)</b></p> <p>Local Government Meetings: Agenda and Documents</p>	<p>Requires a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. Upon a determination that it is technologically infeasible to email such a link, requires the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet.</p>	<p><b>INTRODUCED:</b> 01/29/2021 <b>LOCATION:</b> Senate Second Reading File</p> <p><b>STATUS:</b> 03/25/2021 From SENATE Committee on GOVERNANCE AND FINANCE: Do pass as amended to Committee on APPROPRIATIONS. (5-0)</p>	<p><b>NEUTRAL</b></p> <p>Support: California Taxpayers Association, California Association of Realtors, Association of California Water Agencies, American Federation of State, County and Municipal Employees</p> <p>Oppose: TCA</p>

<p>► <b>SB 339</b> <b>(Wiener – D)</b></p> <p>Vehicles: Road Usage Charge Pilot Program</p>	<p>Extends the operation of specified provisions until a specified date concerning a requirement of the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation. Implements a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified.</p>	<p><b>INTRODUCED:</b> 02/08/2021 <b>LOCATION:</b> Senate Transportation Committee</p> <p><b>STATUS:</b> 02/22/2021 In SENATE. Article IV. Section 8(a) of the Constitution dispensed with. 02/22/2021 In SENATE. Joint Rule 55 suspended. 02/22/2021 To SENATE Committee on TRANSPORTATION.</p>	<p>Staff Recommends SUPPORT</p> <p>Support: CALCOG, California Transit Association, California Transportation Commission, Bay Area Rapid Transit</p>
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BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 623</b> <b>(Newman – D)</b> <i>Electronic Toll and Transit Fare Collection Systems</i></p>	<p><i>Authorizes those operators to provide instead only the information specified in functional specifications and standards adopted by the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.</i></p>	<p><b>INTRODUCED:</b> 02/18/2021 <b>LOCATION:</b> Senate Transportation Committee</p> <p><b>STATUS:</b> 03/03/2021 To SENATE Committees on TRANSPORTATION and JUDICIARY.</p>	<p><b>SUPPORT</b>  Support: TCA, Southern California Association of Governments, Bay Area Toll Authority</p>

## BILLS BEING MONITORED

▶ AB 5	<p><b>AUTHOR:</b> Fong [R]  <b>TITLE:</b> <i>High-Speed Rail Authority: K-12 Education: Transfer</i>  <b>INTRODUCED:</b> 12/07/2020  <b>LAST AMEND:</b> 03/17/2021  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Suspends the appropriation to the High-Speed Rail Authority for <i>specified</i> fiscal years and requires the transfer of those amounts from moneys collected by the State Air Resources Board to the General Fund.  <b>STATUS:</b>  03/17/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>  03/17/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Rail and Transit</p>
AB 11	<p><b>AUTHOR:</b> Ward [D]  <b>TITLE:</b> Climate Change: Regional Coordinating Groups  <b>INTRODUCED:</b> 12/07/2020  <b>LAST AMEND:</b> 01/21/2021  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  Requires the Strategic Growth Council to establish up to 12 regional climate change coordinating groups to develop and work on climate adaptation for their communities. Authorizes the regional climate change coordinating groups to engage in certain activities to address climate change. Requires the regional climate change authorities to annually submit to the council a report on their activities.  <b>STATUS:</b>  01/21/2021 <i>From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</i>  01/21/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</i>  <b>CATEGORY:</b> Environment</p>
AB 29	<p><b>AUTHOR:</b> Cooper [D]  <b>TITLE:</b> State Bodies: Meetings  <b>INTRODUCED:</b> 12/07/2020  <b>LOCATION:</b> Assembly Governmental Organization Committee  <b>SUMMARY:</b>  Requires that the notice of a meeting of a state body include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject of discussion or consideration at the meeting.  <b>STATUS:</b>  01/11/2021 <i>To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION.</i>  <b>CATEGORY:</b> Miscellaneous</p>

► AB 30	<p><b>AUTHOR:</b> Kalra [D]</p> <p><b>TITLE:</b> Outdoor Access To Nature: Environmental Equity</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee</p> <p><b>SUMMARY:</b>  <i>Declares that it is the established policy of the state that access to nature and access to the benefits of nature is a human right and that every human has the right to safe and affordable outdoor access, among other things.</i></p> <p><b>STATUS:</b>  03/22/2021 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.  03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 41	<p><b>AUTHOR:</b> Wood [D]</p> <p><b>TITLE:</b> Broadband Infrastructure Deployment</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/16/2021</p> <p><b>LOCATION:</b> Assembly Communications and Conveyance Committee</p> <p><b>SUMMARY:</b>  <i>Requires each fixed internet service provider, upon entering into an agreement with an individual or entity to deploy broadband infrastructure, to notify individuals and entities within that same census block of the agreement and of means to connect to, or benefit from, the broadband infrastructure or to join the agreement. Requires the Department of Transportation to install broadband conduits capable of supporting fiber optic communication cables.</i></p> <p><b>STATUS:</b>  03/16/2021 From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE with author's amendments.  03/16/2021 Read second time and amended. Re-referred to ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE.</p> <p><b>CATEGORY:</b> Broadband</p>
► AB 43	<p><b>AUTHOR:</b> Friedman [D]</p> <p><b>TITLE:</b> Traffic Safety</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b>  <i>Requires local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law.</i></p> <p><b>STATUS:</b>  03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.  03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Planning</p>



AB 50	<b>AUTHOR:</b> Boerner Horvath [D] <b>TITLE:</b> Climate Adaptation Center and Regional Support Network <b>INTRODUCED:</b> 12/07/2020 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Establishes the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation. <b>STATUS:</b> 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Environment
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AB 51	<b>AUTHOR:</b> Quirk [D] <b>TITLE:</b> Regional Climate Adaptation Planning Groups <b>INTRODUCED:</b> 12/07/2020 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Requires the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. Requires the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans. <b>STATUS:</b> 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Planning
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AB 67	<b>AUTHOR:</b> Petrie-Norris [D] <b>TITLE:</b> Sea Level Rise: Working Group: Economic Analysis <b>INTRODUCED:</b> 12/07/2020 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. <b>STATUS:</b> 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Environment
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AB 72	<b>AUTHOR:</b> Petrie-Norris [D] <b>TITLE:</b> Environmental Protection: Coastal Adaptation Projects <b>INTRODUCED:</b> 12/07/2020 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Enacts the Coastal Adaptation Permitting Act of 2021. Requires the Natural Resources Agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. <b>STATUS:</b> 01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Environment
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► AB 95	<p><b>AUTHOR:</b> Low [D]</p> <p><b>TITLE:</b> Employees: Bereavement Leave</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Labor and Employment Committee</p> <p><b>SUMMARY:</b> Enacts the Bereavement Leave Act of 2021. Requires an employer with 25 or more employees to grant <i>a request made by an employee to take</i> up to 10 business days of unpaid bereavement leave upon the death of a spouse, child, parent, sibling, grandparent, grandchild, or domestic partner, in accordance with certain procedures, and subject to certain exclusions. Requires an employer with fewer than 25 employees to grant up to 3 business days of leave.</p> <p><b>STATUS:</b> 03/22/2021 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.</i> 03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► AB 96	<p><b>AUTHOR:</b> O'Donnell [D]</p> <p><b>TITLE:</b> Clean Truck, Bus, and Off-Road Vehicle and Technology</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b> Extends the requirement that 20 percent of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20 percent of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology.</p> <p><b>STATUS:</b> 03/22/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i> 03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Funding</p>

► AB 106	<p><b>AUTHOR:</b> Salas [D]  <b>TITLE:</b> Regions Rise Grant Program  <b>INTRODUCED:</b> 12/16/2020  <b>LAST AMEND:</b> 03/01/2021  <b>LOCATION:</b> Assembly Jobs, Economic Development, and The Economy Committee</p> <p><b>SUMMARY:</b>  <i>Establishes the Regions Rise Grant Program within GO-Biz to support inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. Requires GO-Biz to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. Requires the process for awarding grants to meet certain minimum conditions.</i></p> <p><b>STATUS:</b>  03/01/2021 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY with author's amendments.  03/01/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
AB 108	<p><b>AUTHOR:</b> Cunningham [R]  <b>TITLE:</b> Governor's Emergency Orders and Regulations: Approval  <b>INTRODUCED:</b> 12/16/2020  <b>LOCATION:</b> Assembly Emergency Management Committee</p> <p><b>SUMMARY:</b>  Permits an order or regulation, or an amendment or rescission thereof, issued pursuant to specified California Emergency Services Act provisions 60 or more days after the proclamation, to take effect only if approved by a concurrent resolution of the Legislature.</p> <p><b>STATUS:</b>  01/11/2021 To ASSEMBLY Committee on EMERGENCY MANAGEMENT.</p> <p><b>CATEGORY:</b> Emergency Service Response</p>
► AB 111	<p><b>AUTHOR:</b> Boerner Horvath [D]  <b>TITLE:</b> Transportation: Zero-emission Vehicles  <b>INTRODUCED:</b> 12/17/2020  <b>LAST AMEND:</b> 03/22/2021  <b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b>  <i>Requires the Secretary of the Transportation Agency, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles.</i></p> <p><b>STATUS:</b>  03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.  03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Planning</p>

► AB 117	<b>AUTHOR:</b>	Boerner Horvath [D]
	<b>TITLE:</b>	Air Quality Improvement Program: Electric Bicycles
	<b>INTRODUCED:</b>	12/18/2020
	<b>LAST AMEND:</b>	03/24/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Specifies projects providing incentives for purchasing electric bicycles as projects eligible for funding under the Air Quality Improvement Program. Requires the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Rebate Pilot Project to provide <i>incentive</i> for purchases of electric bicycles.
	<b>STATUS:</b>	
	03/24/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/24/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Funding

AB 123	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Paid Family Leave: Weekly Benefit Amount
	<b>INTRODUCED:</b>	12/18/2020
	<b>LOCATION:</b>	Assembly Insurance Committee
	<b>SUMMARY:</b>	Revises the formula for determining benefits available pursuant to the family temporary disability insurance program, for periods of disability commencing after January 1, 2022, by redefining the weekly benefit amount to be equal to 90 percent of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation disability indemnity weekly benefit amount.
	<b>STATUS:</b>	
	01/11/2021	To ASSEMBLY Committee on INSURANCE.
	<b>CATEGORY:</b>	Employment Terms & Conditions

AB 237	<b>AUTHOR:</b>	Gray [D]
	<b>TITLE:</b>	Public Employment: Unfair Practices: Health Protection
	<b>INTRODUCED:</b>	01/12/2021
	<b>LAST AMEND:</b>	03/01/2021
	<b>LOCATION:</b>	Assembly Public Employment and Retirement Committee
	<b>SUMMARY:</b>	Makes it an unfair practice for a covered employer, as defined, to fail or refuse to maintain or pay for continued health care or other medical coverage for an enrolled employee or their enrolled dependents, for the duration of the enrolled employee's participation in the authorized strike, at the level and under the conditions that coverage would have been provided if the employee had continued to work in their position for the duration of the strike.
	<b>STATUS:</b>	
	03/01/2021	From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT With author's amendments.
	03/01/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	<b>CATEGORY:</b>	Employment Terms & Conditions

AB 261	<b>AUTHOR:</b> Seyarto [R] <b>TITLE:</b> Authorized Emergency Vehicles <b>INTRODUCED:</b> 01/15/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Permits an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services. <b>STATUS:</b> 01/28/2021 To ASSEMBLY Committee on TRANSPORTATION. <b>CATEGORY:</b> Planning
AB 273	<b>AUTHOR:</b> Irwin [D] <b>TITLE:</b> Cannabis: Advertisements: Highways <b>INTRODUCED:</b> 01/19/2021 <b>LOCATION:</b> Assembly Business and Professions Committee <b>SUMMARY:</b> Relates to highway advertisements for cannabis. Prohibits a licensee from advertising or marketing on a billboard or similar advertising device visible from an interstate highway or on a State highway within California. <b>STATUS:</b> 01/28/2021 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS. <b>CATEGORY:</b> Miscellaneous
► AB 284	<b>AUTHOR:</b> Rivas, R. [D] <b>TITLE:</b> Global Warming Solutions Act of 2006: Climate Goal <b>INTRODUCED:</b> 01/21/2021 <b>LOCATION:</b> Assembly Appropriations Committee <b>SUMMARY:</b> Requires the State Air Resources Board, when updating the scoping plan and in collaboration with the Natural Resources Agency and other relevant state agencies and departments, to take specified actions by a certain date, including, among others, identifying a 2045 climate goal, with interim milestones, for the state's natural and working lands. <b>STATUS:</b> 03/24/2021 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (8-1) <b>CATEGORY:</b> Environment

AB 294	<p><b>AUTHOR:</b> Santiago [D]  <b>TITLE:</b> Vehicle Tow and Storage Act  <b>INTRODUCED:</b> 01/21/2021  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Establishes the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. Requires the board to maintain a public database on its internet website on vehicle towing businesses. Requires a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California.  <b>STATUS:</b>  01/28/2021 To ASSEMBLY Committees on TRANSPORTATION and BUSINESS AND PROFESSIONS.  <b>CATEGORY:</b> Miscellaneous</p>
► AB 302	<p><b>AUTHOR:</b> Ward [D]  <b>TITLE:</b> San Diego Metropolitan Transit Development Board  <b>INTRODUCED:</b> 01/25/2021  <b>LAST AMEND:</b> 03/15/2021  <b>LOCATION:</b> Assembly Local Government Committee  <b>SUMMARY:</b>  <i>Defines the term for-hire vehicles services to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation. Expands to any city within the County of San Diego the authority of the San Diego Metropolitan Transit Development Board to enter into contracts to license or regulate for-hire vehicle services and to regulate vehicle safety and driver qualifications for passenger jitney service.</i>  <b>STATUS:</b>  03/24/2021 <i>From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass. To Consent Calendar. (8-0)</i>  <b>CATEGORY:</b> Rail and Transit</p>
AB 343	<p><b>AUTHOR:</b> Fong [R]  <b>TITLE:</b> California Public Records Act Ombudsperson  <b>INTRODUCED:</b> 01/28/2021  <b>LOCATION:</b> Assembly Accountability and Administrative Review Committee  <b>SUMMARY:</b>  Establishes, within the California State Auditor's Office, the California Public Records Act Ombudsperson. Requires the California State Auditor to appoint the Ombudsperson subject to certain requirements. Requires the Ombudsperson to receive and investigate requests for review, determine whether the denials of original requests complied with the California Public Records Act, and issue written opinions of its determination.  <b>STATUS:</b>  02/12/2021 To ASSEMBLY Committees on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW and JUDICIARY.  <b>CATEGORY:</b> Audits, Records, Reports, and Litigation</p>

AB 346	<p><b>AUTHOR:</b> Seyarto [R]  <b>TITLE:</b> Privacy: Breach  <b>INTRODUCED:</b> 01/28/2021  <b>LOCATION:</b> Assembly Privacy and Consumer Protection Committee  <b>SUMMARY:</b>  Relates to the Information Practices Act which requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person. Makes this requirement applicable if the information is accessed by an unauthorized person.  <b>STATUS:</b>  02/12/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.  <b>CATEGORY:</b> Miscellaneous</p>
AB 349	<p><b>AUTHOR:</b> Holden [D]  <b>TITLE:</b> Department of Transportation: Contracting  <b>INTRODUCED:</b> 01/28/2021  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Clarifies that the Department of Transportation's requirement that it publish a notice of a project on its internet website does not affect the department's authority to use existing resources for outreach efforts for events to promote small business enterprises, including, but not limited to, those owned by women, minorities, disabled veterans, LGBT, and other disadvantaged groups, trainings to improve diversity, and resources for relationship development events.  <b>STATUS:</b>  02/12/2021 To ASSEMBLY Committee on TRANSPORTATION.  <b>CATEGORY:</b> Miscellaneous</p>
AB 361	<p><b>AUTHOR:</b> Rivas, R. [D]  <b>TITLE:</b> Open Meetings: Local Agencies: Teleconferences  <b>INTRODUCED:</b> 02/01/2021  <b>LOCATION:</b> Assembly Local Government Committee  <b>SUMMARY:</b>  Authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency.  <b>STATUS:</b>  02/12/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT.  <b>CATEGORY:</b> Audits, Records, Report, and Litigation</p>

► AB 363	<b>AUTHOR:</b>	Medina [D]
	<b>TITLE:</b>	Carl Moyer Air Quality Standards Attainment Program
	<b>INTRODUCED:</b>	02/01/2021
	<b>LAST AMEND:</b>	03/23/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	<i>Requires the state board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP).</i>
	<b>STATUS:</b>	
	03/23/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/23/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Environment

AB 371	<b>AUTHOR:</b>	Jones-Sawyer [D]
	<b>TITLE:</b>	Shared Mobility Devices: Insurance and Tracking
	<b>INTRODUCED:</b>	02/01/2021
	<b>LOCATION:</b>	Assembly Privacy and Consumer Protection Committee
	<b>SUMMARY:</b>	Requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille to identify the device for the purpose of tracking and reporting. Specifies that the required insurance for shared mobility providers shall apply to any personal injury or property damage suffered by a pedestrian when the injury involves, in whole or in part, the negligent conduct of the shared mobility device owner or user.
	<b>STATUS:</b>	
	02/12/2021	To ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and JUDICIARY.
	<b>CATEGORY:</b>	Miscellaneous

► AB 455	<b>AUTHOR:</b>	Bonta [D]
	<b>TITLE:</b>	Bay Bridge Fast Forward Program
	<b>INTRODUCED:</b>	02/08/2021
	<b>LAST AMEND:</b>	03/25/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Requires the Bay Area Toll Authority, in consultation with the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program.
	<b>STATUS:</b>	
	03/25/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Rail and Transit



AB 459	<b>AUTHOR:</b> Mathis [R] <b>TITLE:</b> Vehicles: Registration Fees: Exceptions <b>INTRODUCED:</b> 02/08/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Extends a prorated discount on vehicle registration fees, as specified, to a partially disabled veteran, as defined. <b>STATUS:</b> 03/22/2021 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on MILITARY AND VETERANS AFFAIRS. (15-0) <b>CATEGORY:</b> Funding
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► AB 476	<b>AUTHOR:</b> Mullin [D] <b>TITLE:</b> State Highways: Transit Bus Pilot Program <b>INTRODUCED:</b> 02/08/2021 <b>LAST AMEND:</b> 03/16/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Authorizes the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. Provides requirements for the pilot program. <b>STATUS:</b> 03/16/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/16/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. <b>CATEGORY:</b> Rail and Transit
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AB 512	<b>AUTHOR:</b> Holden [D] <b>TITLE:</b> Surplus Unimproved Property: City of Los Angeles <b>INTRODUCED:</b> 02/09/2021 <b>LOCATION:</b> Assembly Housing and Community Development Committee <b>SUMMARY:</b> Requires the Department of Transportation to offer to sell specified unimproved properties in the City of Los Angeles, City of Pasadena, and City of South Pasadena at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes. <b>STATUS:</b> 02/18/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT. <b>CATEGORY:</b> Surplus Land
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► AB 513	<p><b>AUTHOR:</b> Bigelow [R]</p> <p><b>TITLE:</b> Employment: Telecommuting Employees</p> <p><b>INTRODUCED:</b> 02/09/2021</p> <p><b>LAST AMEND:</b> 03/17/2021</p> <p><b>LOCATION:</b> Assembly Labor and Employment Committee</p> <p><b>SUMMARY:</b>  Authorizes an employee working from home <i>or a remote location not at a physical location of the employer</i> to receive legally required notices and postings electronically and sign certain documents electronically.</p> <p><b>STATUS:</b>  03/17/2021 <i>From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.</i>  03/17/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► AB 550	<p><b>AUTHOR:</b> Chiu [D]</p> <p><b>TITLE:</b> Vehicles: Speed Safety System Pilot Program</p> <p><b>INTRODUCED:</b> 02/10/2021</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b>  Requires the Secretary of Transportation to develop and adopt guidelines for the implementation of pilot programs that, in the judgment of the secretary, are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems, as defined.</p> <p><b>STATUS:</b>  03/22/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>  03/22/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Planning</p>
► AB 585	<p><b>AUTHOR:</b> Rivas [D]</p> <p><b>TITLE:</b> Climate Change: Extreme Heat and Community Resilience</p> <p><b>INTRODUCED:</b> 02/11/2021</p> <p><b>LAST AMEND:</b> 03/17/2021</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b>  Establishes the Extreme Heat and Community Resilience Program <i>and would require the Office of Planning and Research to administer the program.</i></p> <p><b>STATUS:</b>  03/24/2021 <i>From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (9-0)</i></p> <p><b>CATEGORY:</b> Environment</p>

AB 604	<b>AUTHOR:</b> Daly [D] <b>TITLE:</b> Road Maintenance and Rehabilitation Account <b>INTRODUCED:</b> 02/11/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Continuously appropriates interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program. <b>STATUS:</b> 02/18/2021 To ASSEMBLY Committee on TRANSPORTATION. <b>CATEGORY:</b> Funding
AB 654	<b>AUTHOR:</b> Reyes [D] <b>TITLE:</b> COVID-19: Exposure: Notification <b>INTRODUCED:</b> 02/12/2021 <b>LOCATION:</b> Assembly Labor and Employment Committee <b>SUMMARY:</b> Requires the State Department of Public Health to make workplace and industry information received from local public health departments available on its internet website in a manner that, among other things, allows the public to track the number of COVID-19 cases and outbreaks by both workplace and industry. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on LABOR AND EMPLOYMENT. <b>CATEGORY:</b> Employment Terms & Conditions
AB 660	<b>AUTHOR:</b> Cooper [D] <b>TITLE:</b> Dept. of Motor Vehicles: Records: Pull-Notice System <b>INTRODUCED:</b> 02/12/2021 <b>LOCATION:</b> Assembly Communications and Conveyance Committee <b>SUMMARY:</b> Relates to existing law which requires an employer of a driver of certain vehicles to obtain a report from DMV that shows the driver's current record. Expands the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committees on COMMUNICATIONS AND CONVEYANCE and TRANSPORTATION. <b>CATEGORY:</b> Employment Terms & Conditions

AB 680	<b>AUTHOR:</b> Burke [D] <b>TITLE:</b> Greenhouse Gas Reduction Fund: Just Transition Act <b>INTRODUCED:</b> 02/12/2021 <b>LOCATION:</b> Assembly Labor and Employment Committee <b>SUMMARY:</b> Enacts the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the State Air Resources Board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and NATURAL RESOURCES. <b>CATEGORY:</b> Employment Terms & Conditions
AB 703	<b>AUTHOR:</b> Rubio [D] <b>TITLE:</b> Open Meetings: Local Agencies: Teleconferences <b>INTRODUCED:</b> 02/12/2021 <b>LOCATION:</b> Assembly Labor and Employment Committee <b>SUMMARY:</b> Removes the requirements of the Ralph M. Brown Act particular to teleconferencing and allows for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT. <b>CATEGORY:</b> Public Meetings
AB 712	<b>AUTHOR:</b> Calderon [D] <b>TITLE:</b> Local Agency Public Construction Act: Change Orders <b>INTRODUCED:</b> 02/12/2021 <b>LOCATION:</b> Assembly Local Government Committee <b>SUMMARY:</b> Relates to the Local Agency Public Construction Act change orders. Authorizes the board of supervisors and the board of directors of a district, as applicable, at the time the board delegates authority under a contract, to implement appropriate measures to prevent fraud and ensure accountability for that delegated authority. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on LOCAL GOVERNMENT. <b>CATEGORY:</b> Public Works

► AB 713	<b>AUTHOR:</b>	Garcia, C. [D]
	<b>TITLE:</b>	Health Analysis: Transportation Policies, Programs
	<b>INTRODUCED:</b>	02/12/2021
	<b>LAST AMEND:</b>	03/22/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Requires the Transportation Agency, in collaboration with specified state agencies, to develop an action plan to better integrate health analysis broadly into the design and implementation of the state's transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits.
	<b>STATUS:</b>	
	03/22/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/22/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Planning

► AB 761	<b>AUTHOR:</b>	Chen [R]
	<b>TITLE:</b>	County Employees' Retirement: Personnel: Orange County
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	03/18/2021
	<b>LOCATION:</b>	Assembly Public Employment and Retirement Committee
	<b>SUMMARY:</b>	Authorizes the board of retirement for Orange County to appoint an administrator, assistant administrators, a chief investment officer, subordinate investment officers, senior management employees, legal counsel, and other specified employees. Provides that the personnel appointed pursuant to these provisions would not be county employees subject to county civil service and merit system rules, and instead would be employees of the retirement system.
	<b>STATUS:</b>	
	03/18/2021	From ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT With author's amendments.
	03/18/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on PUBLIC EMPLOYMENT AND RETIREMENT.
	<b>CATEGORY:</b>	Employment Terms & Conditions

AB 786	<b>AUTHOR:</b>	Cervantes [D]
	<b>TITLE:</b>	California Transportation Commission: Director
	<b>INTRODUCED:</b>	02/16/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Requires the Executive Director of the California Transportation Commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.
	<b>STATUS:</b>	
	02/25/2021	To ASSEMBLY Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Miscellaneous

► AB 794	<b>AUTHOR:</b>	Carrillo [D]
	<b>TITLE:</b>	Air Pollution: Financial Incentive Programs
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	03/25/2021
	<b>LOCATION:</b>	Assembly Labor and Employment Committee
	<b>SUMMARY:</b>	States the intent of the Legislature to enact subsequent legislation to provide the requisite authority to the State Air Resources Board to promulgate rules designed to maximize economic benefits of its grant, loan, and incentive programs.
	<b>STATUS:</b>	
	03/25/2021	To ASSEMBLY Committees on LABOR AND EMPLOYMENT and TRANSPORTATION.
	03/25/2021	From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.
	<b>CATEGORY:</b>	Environment

AB 811	<b>AUTHOR:</b>	Rivas [D]
	<b>TITLE:</b>	LA County Metropolitan Transportation Authority
	<b>INTRODUCED:</b>	02/16/2021
	<b>LOCATION:</b>	Assembly Local Government Committee
	<b>SUMMARY:</b>	Relates to existing law which authorizes the Los Angeles County Metropolitan Transportation Authority to award a contract after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. Eliminates the requirement to make the finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions.
	<b>STATUS:</b>	
	02/25/2021	To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.
	<b>CATEGORY:</b>	Public Works

► AB 819	<b>AUTHOR:</b>	Levine [D]
	<b>TITLE:</b>	Environmental Quality Act: Notices and Documents
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	03/16/2021
	<b>LOCATION:</b>	Assembly Second Reading File
	<b>SUMMARY:</b>	Requires the lead agency under CEQA to post notices to persons who have filed a written request for notices on their internet website. Requires a lead agency to submit to the State Clearinghouse, in electronic form, specified environmental review documents for all projects and would require the lead agency and project applicant to post those documents on their internet website.
	<b>STATUS:</b>	
	03/24/2021	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on APPROPRIATIONS. (11-0)
	<b>CATEGORY:</b>	Environment

AB 823	<b>AUTHOR:</b> Gray [D] <b>TITLE:</b> High-Speed Rail Authority: Combustion Engines <b>INTRODUCED:</b> 02/16/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Prohibits the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on TRANSPORTATION. <b>CATEGORY:</b> Rail and Transit
AB 833	<b>AUTHOR:</b> Quirk-Silva [D] <b>TITLE:</b> State Government: Grants: Administrative Costs <b>INTRODUCED:</b> 02/16/2021 <b>LOCATION:</b> Assembly Accountability and Administrative Review Committee <b>SUMMARY:</b> Requires any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government from expending more than 5 percent of grant funds for administrative costs, except as provided. Specifies that it is not intended to affect federal funding. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. <b>CATEGORY:</b> Planning
AB 845	<b>AUTHOR:</b> Rodriguez [D] <b>TITLE:</b> Disability Retirement: COVID-19: Presumption <b>INTRODUCED:</b> 02/17/2021 <b>LOCATION:</b> Assembly Public Employment and Retirement Committee <b>SUMMARY:</b> Creates a presumption, applicable to the retirement systems that the Public Employees' Pension Reform Act of 2013 (PEPRA) regulates and to specified members in those systems, that would be applied to disability retirements on the basis, in whole or in part, of a Coronavirus 2019-related illness. Requires, in this circumstance, that it be presumed the disability arose out of, or in the course of, the member's employment. <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT. <b>CATEGORY:</b> Employment Terms & Conditions

AB 859	<p><b>AUTHOR:</b> Irwin [D]  <b>TITLE:</b> Mobility Devices: Personal Information  <b>INTRODUCED:</b> 02/17/2021  <b>LOCATION:</b> Assembly Privacy and Consumer Protection Committee  <b>SUMMARY:</b>          Authorizes a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator.  <b>STATUS:</b>          02/25/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.  <b>CATEGORY:</b> Miscellaneous</p>
AB 878	<p><b>AUTHOR:</b> Dahle [R]  <b>TITLE:</b> Wildlife Resources: Natural Community Conservation Plan  <b>INTRODUCED:</b> 02/17/2021  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>SUMMARY:</b>          Relates to Wildlife resources, natural community conservation plans and public review and comment. Expands the time for public review and comment on a proposed planning agreement from 21 calendar days to 21 business days.  <b>STATUS:</b>          02/25/2021 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.  <b>CATEGORY:</b> Planning</p>
► AB 885	<p><b>AUTHOR:</b> Quirk [D]  <b>TITLE:</b> Bagley-Keene Open Meeting Act: Teleconferencing  <b>INTRODUCED:</b> 02/17/2021  <b>LAST AMEND:</b> 03/24/2021  <b>LOCATION:</b> Assembly Governmental Organization Committee  <b>SUMMARY:</b>          Requires a state body that elects to conduct a meeting or proceeding by teleconference to make the portion that is required to be open to the public both audibly and visually observable. <i>Requires a state body that elects to conduct a meeting or proceeding by teleconference to post an agenda at the designated primary physical meeting location in the notice of the meeting where members of the public may physically attend the meeting and participate.</i>  <b>STATUS:</b>          03/24/2021 From ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION with author's amendments.          03/24/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION.  <b>CATEGORY:</b> Public Meetings</p>



AB 893	<p><b>AUTHOR:</b> Davies [R]</p> <p><b>TITLE:</b> Emergency Regulations: Department of Public Health</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LOCATION:</b> Assembly Accountability and Administrative Review Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Division of Occupational Safety and Health or the State Department of Public Health, within 14 calendar days of the release of a federal recommendation that conflicts with an emergency regulation related to Coronavirus issued by the division or the department, to review the conflicting emergency regulation and make a determination to either amend the regulation or submit a report to the Legislature on the decision not to amend the regulation, as specified.</p> <p><b>STATUS:</b></p> <p>02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</p> <p><b>CATEGORY:</b> Emergency Response Services</p>
AB 897	<p><b>AUTHOR:</b> Mullin [D]</p> <p><b>TITLE:</b> Office of Planning and Research: Regional Climate</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Office of Planning and Research to provide technical assistance to eligible entities developing regional climate networks and plans. Requires, by July 1, 2022, the Office to make recommendations to certain policy committees of the Legislature on developing state support for the work of regional climate networks, as prescribed, and the potential sources of financial assistance and options for distributing state funds to support the creation and implementation of plans.</p> <p><b>STATUS:</b></p> <p>02/25/2021 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</p> <p><b>CATEGORY:</b> Environment</p>
AB 906	<p><b>AUTHOR:</b> Carrillo [D]</p> <p><b>TITLE:</b> Zero-Emission Trucks: Tax and Fee Exemptions</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LOCATION:</b> Assembly Revenue and Taxation Committee</p> <p><b>SUMMARY:</b></p> <p>Exempts from sales and use taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.</p> <p><b>STATUS:</b></p> <p>02/25/2021 To ASSEMBLY Committees on REVENUE AND TAXATION and TRANSPORTATION.</p> <p><b>CATEGORY:</b> Funding</p>

AB 908	<b>AUTHOR:</b> Frazier [D] <b>TITLE:</b> Natural Resources Agency: Statewide Natural Resources <b>INTRODUCED:</b> 02/17/2021 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> <p>Requires the Natural Resources Agency, to the extent a specified appropriation is made, to prepare a comprehensive, statewide inventory of the natural resources of the state and establish treatment measures necessary to protect those resources, and to post its initial inventory on its internet website on or before January 1, 2023, with annual updates on or before January 1 of each year thereafter.</p> <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on NATURAL RESOURCES. <b>CATEGORY:</b> Environment
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AB 909	<b>AUTHOR:</b> Frazier [D] <b>TITLE:</b> Wildfire Risk Assessment Map <b>INTRODUCED:</b> 02/17/2021 <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> <p>Requires the Department of Forestry and Fire Protection, in consultation with the California Fire Science Consortium and the Department of Insurance to develop a fire risk assessment map for the state that quantifies the risks of wildfire for a parcel of land for a time span of 50 years. Requires the department to annually update the wildfire risk assessment map.</p> <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on NATURAL RESOURCES. <b>CATEGORY:</b> Environment
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AB 917	<b>AUTHOR:</b> Bloom [D] <b>TITLE:</b> Vehicles: Video Imaging of Parking Violations <b>INTRODUCED:</b> 02/17/2021 <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> <p>Extends the authorization to enforce parking violations in specified transit-only traffic lanes through the use of video imaging to any public transit operator in the state. Expands the authorization to enforce parking violations to include violations occurring at transit stops and stations.</p> <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION. <b>CATEGORY:</b> Rail and Transit
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AB 919	<b>AUTHOR:</b> Grayson [D] <b>TITLE:</b> Construction Defects: Actions: Statute of Limitations <b>INTRODUCED:</b> 02/17/2021 <b>LOCATION:</b> Assembly Judiciary Committee <b>SUMMARY:</b> <p>Shortens the timeframe in which an action may be brought, for underlying construction projects using a skilled and trained workforce, to no more than 5 years after substantial completion of the improvement but no later than the date the notice of completion is recorded.</p> <b>STATUS:</b> 02/25/2021 To ASSEMBLY Committee on JUDICIARY. <b>CATEGORY:</b> Public Works
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<p>► AB 926</p>	<p><b>AUTHOR:</b> Mathis [R]  <b>TITLE:</b> Fire Prevention: Local Assistance Grant Program  <b>INTRODUCED:</b> 02/17/2021  <b>LAST AMEND:</b> 03/08/2021  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  <i>Expands the definition of fire prevention activities to include the removal of hazardous dead trees, creation of fuel breaks and community defensible spaces, and creation of ingress and egress corridors. Requires the department to prioritize projects that have a completed, or nearly completed, environmental review document, as provided. Authorizes the department to consider and evaluate the wildfire risk within the proposed project area.</i>  <b>STATUS:</b>  03/08/2021 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.  03/08/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Environment</p>
<p>► AB 943</p>	<p><b>AUTHOR:</b> Garcia, E. [D]  <b>TITLE:</b> Global Warming Solutions Act: Greenhouse Gas Reduction  <b>INTRODUCED:</b> 02/17/2021  <b>LAST AMEND:</b> 03/11/2021  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  <i>Requires state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.</i>  <b>STATUS:</b>  03/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  03/11/2021 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.  03/11/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Environment</p>
<p>AB 950</p>	<p><b>AUTHOR:</b> Ward [D]  <b>TITLE:</b> Department of Transportation: Sales of Excess Property  <b>INTRODUCED:</b> 02/17/2021  <b>LOCATION:</b> Assembly Housing and Community Development Committee  <b>SUMMARY:</b>  Authorizes the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, as specified. Exempts these transfers and sales from the California Environmental Quality Act.  <b>STATUS:</b>  02/25/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.  <b>CATEGORY:</b> Surplus Land</p>

► AB 955	<p><b>AUTHOR:</b> Quirk [D]</p> <p><b>TITLE:</b> Highways: Encroachment Permits: Broadband Facilities</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b>  Establishes additional procedures for the department's review of an application for an encroachment permit for a broadband facility. Requires the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information.</p> <p><b>STATUS:</b>  03/22/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.  03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Planning</p>
► AB 983	<p><b>AUTHOR:</b> Garcia [D]</p> <p><b>TITLE:</b> Public Contracts: Construction Projects: Community Work</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Assembly Labor and Employment Committee</p> <p><b>SUMMARY:</b>  Authorizes a public entity to use, enter into, or require contractors to enter into, a community workforce agreement for specified construction projects, including projects related to renewable energy and installation of emission controls in refineries.</p> <p><b>STATUS:</b>  03/04/2021 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</p> <p><b>CATEGORY:</b> Public Works</p>
► AB 984	<p><b>AUTHOR:</b> Rivas [D]</p> <p><b>TITLE:</b> Vehicle Identification and Registration</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b>  Authorizes the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. Requires the Department of Motor Vehicles to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include approval of the alternative devices by the Department of the California Highway Patrol.</p> <p><b>STATUS:</b>  03/04/2021 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION.</p> <p><b>CATEGORY:</b> Miscellaneous</p>

► AB 992	<b>AUTHOR:</b>	Cooley [D]
	<b>TITLE:</b>	Hybrid/Zero-Emission Truck and Bus Voucher Incentive
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	03/25/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Requires the state board to ensure that a person or entity that purchases a hybrid or zero-emission truck or bus for purposes of placing that vehicle on a peer-to-peer truck sharing platform for use by various operators is eligible for financial assistance under the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project established as a part of the Air Quality Improvement Program.
	<b>STATUS:</b>	
	03/25/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Funding

► AB 1001	<b>AUTHOR:</b>	Garcia, C. [D]
	<b>TITLE:</b>	Environmental Permitting and Air Pollution
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	03/15/2021
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	Requires the state Environmental Protection Agency to publish, maintain, and update a list of overburdened communities in relation to pollution. Requires a permitting agency to take certain actions for an application for a new environmental permit, as defined, or the renewal of an environmental permit for a facility located in an overburdened community. Requires air districts to adopt an expedited schedule for the implementation of best available control technology.
	<b>STATUS:</b>	
	03/15/2021	From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
	03/15/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
	<b>CATEGORY:</b>	Environment

► AB 1028	<b>AUTHOR:</b>	Seyarto [R]
	<b>TITLE:</b>	Telework Flexibility Act
	<b>INTRODUCED:</b>	02/18/2021
	<b>LOCATION:</b>	Assembly Labor and Employment Committee
	<b>SUMMARY:</b>	Concerns the Telework Flexibility Act. Authorizes any nonexempt employee working from home who is not under the physical control of the employer to choose when to take any meal or rest period during the workday, if the employer has not already scheduled a meal or rest period within the requirements of the law. Requires an employer to notify the employee of this right one time, when the employee begins working from home.
	<b>STATUS:</b>	
	03/04/2021	To ASSEMBLY Committees on LABOR AND EMPLOYMENT and JUDICIARY.
	<b>CATEGORY:</b>	Employment Terms & Conditions

► AB 1035	<p><b>AUTHOR:</b> Salas [D]</p> <p><b>TITLE:</b> Transportation: Road Maintenance and Rehabilitation</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Transportation Committee</i></p> <p><b>SUMMARY:</b> Deletes the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible. Requires those cities and counties to apply standard specifications that allow for the use of recycled materials at or above the level allowed in the Department of Transportation's most recently published standard specifications for recycled base and subbase materials.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Funding</p>
► AB 1037	<p><b>AUTHOR:</b> Grayson [D]</p> <p><b>TITLE:</b> Infrastructure Construction: Digital Construction</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Jobs, Economic Development, and The Economy Committee</i></p> <p><b>SUMMARY:</b> Requires an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, and embodied carbon, and to improve delivery times and project quality.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p><b>CATEGORY:</b> Funding</p>
► AB 1041	<p><b>AUTHOR:</b> Wicks [D]</p> <p><b>TITLE:</b> Leave Issues</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Labor and Employment Committee</i></p> <p><b>SUMMARY:</b> Expands the population that an employee can take leave to care for to include any other individual related by blood or whose close association with the employee is the equivalent of a family relationship.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committees on LABOR AND EMPLOYMENT and INSURANCE.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

► AB 1047	<p><b>AUTHOR:</b> Daly [D]</p> <p><b>TITLE:</b> Road Repair and Accountability Act of 2017: Reporting</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/26/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b> Requires the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. Requires the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</p> <p><b>STATUS:</b> 03/26/2021 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/26/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 1049	<p><b>AUTHOR:</b> Davies [R]</p> <p><b>TITLE:</b> Public Transportation Account: Loan Repayment</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b> Provides that the Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to a specific amount as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. Requires \$54 million from these loans to be repaid to the Public Transportation Account.</p> <p><b>STATUS:</b> 03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Funding</p>
► AB 1069	<p><b>AUTHOR:</b> Lackey [R]</p> <p><b>TITLE:</b> Zero-Emission Passenger Vehicles</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b> Establishes a goal of the state for 60 percent of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community. Prohibits the State Air Resources Board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are also designed to achieve the goal established by this bill simultaneously.</p> <p><b>STATUS:</b> 03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Miscellaneous</p>

► AB 1074	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Employment: Rehiring and Retention: Displaced Workers</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Labor and Employment Committee</i></p> <p><b>SUMMARY:</b> Requires an employer to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. Prohibits an employer from refusing to employ, terminating, reducing compensation, or taking other adverse action against any person for seeking to enforce their rights under these provisions.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► AB 1091	<p><b>AUTHOR:</b> Berman [D]</p> <p><b>TITLE:</b> Santa Clara Valley Transportation Authority: Board</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Local Government Committee</i></p> <p><b>SUMMARY:</b> Reforms the governance structure of the Santa Clara Valley Transportation Authority. Reduces the size of the VTA board from 12 voting members to 9 voting members: 5 members appointed by the Santa Clara County Board of Supervisors, 2 members appointed by the City of San Jose, and 2 members appointed by the remaining cities in Santa Clara County.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on LOCAL GOVERNMENT.</i></p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 1110	<p><b>AUTHOR:</b> Rivas [D]</p> <p><b>TITLE:</b> Zero-Emission Vehicles: Clean Fleet Program</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/23/2021</p> <p><b>LOCATION:</b> <i>Assembly Jobs, Economic Development, and The Economy Committee</i></p> <p><b>SUMMARY:</b> Establishes the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). Requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles by a public agency.</p> <p><b>STATUS:</b> 03/23/2021 <i>From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY with author's amendments.</i> 03/23/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p><b>CATEGORY:</b> Funding</p>



► AB 1116	<p><b>AUTHOR:</b> Friedman [D]  <b>TITLE:</b> High-Speed Rail Authority: Oversight  <b>INTRODUCED:</b> 02/18/2021  <b>LOCATION:</b> <i>Assembly Transportation Committee</i>  <b>SUMMARY:</b>  Requires the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the High-Speed Rail Authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system.  <b>STATUS:</b>  03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Rail and Transit</p>
► AB 1147	<p><b>AUTHOR:</b> Friedman [D]  <b>TITLE:</b> <i>Active Transportation Program</i>  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 03/18/2021  <b>LOCATION:</b> <i>Assembly Transportation Committee</i>  <b>SUMMARY:</b>  <i>Requires the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.</i>  <b>STATUS:</b>  03/18/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>  03/18/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Planning</p>
► AB 1154	<p><b>AUTHOR:</b> Patterson [R]  <b>TITLE:</b> Environmental Quality Act: Exemption: Egress Route  <b>INTRODUCED:</b> 02/18/2021  <b>LOCATION:</b> <i>Assembly Natural Resources Committee</i>  <b>SUMMARY:</b>  Exempts from California Environmental Quality Act egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. Requires the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt.  <b>STATUS:</b>  03/04/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i>  <b>CATEGORY:</b> Environment</p>

► AB 1157	<p><b>AUTHOR:</b> Lee [D]</p> <p><b>TITLE:</b> <i>Controller: Transportation Funds: Distribution</i></p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/15/2021</p> <p><b>LOCATION:</b> <i>Assembly Transportation Committee</i></p> <p><b>SUMMARY:</b>  <i>Requires local transportation agencies to report to the Controller the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds within a certain period at the end of each fiscal year. Requires the Controller to compile, publish, and make publicly available on the Controller's website certain data related to local transportation fund expenditures.</i></p> <p><b>STATUS:</b>  03/15/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>  03/15/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Funding</p>
► AB 1179	<p><b>AUTHOR:</b> Carrillo [D]</p> <p><b>TITLE:</b> Employer Provided Benefit: Backup Childcare</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Labor and Employment Committee</i></p> <p><b>SUMMARY:</b>  Requires an employer to provide an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment, with up to 60 hours of paid backup childcare benefits, to be accrued and used as provided. Defines backup childcare as childcare provided by a qualified backup childcare provider to the employee's child when the employee's regular childcare provider cannot be utilized.</p> <p><b>STATUS:</b>  03/04/2021 <i>To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► AB 1189	<p><b>AUTHOR:</b> Bloom [D]</p> <p><b>TITLE:</b> Transportation: Indirect Cost of Recovery: Wildlife</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Assembly Transportation Committee</i></p> <p><b>SUMMARY:</b>  Prohibits the Department of Transportation from charging for administration indirect cost recovery, as outlined in the department's Indirect Cost Recovery Proposal, for any wildlife crossing project that receives private funding for more than 50 percent of the project cost, and would require the department to charge these projects for functional overhead.</p> <p><b>STATUS:</b>  03/04/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Funding</p>

<p>► AB 1202</p>	<p><b>AUTHOR:</b> Cervantes [D]  <b>TITLE:</b> Emergency Services: Local Government  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 03/22/2021  <b>LOCATION:</b> Assembly Emergency Management Committee  <b>SUMMARY:</b>  <i>Requires a county, including a city and county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. Requires a county, including a city and county, to designate, prearrange, and procure space to aid in sheltering and transporting its homeless population during local and state emergencies.</i>  <b>STATUS:</b>  03/22/2021 From ASSEMBLY Committee on EMERGENCY MANAGEMENT with author's amendments.  03/22/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EMERGENCY MANAGEMENT.  <b>CATEGORY:</b> Emergency Response Services</p>
<p>► AB 1205</p>	<p><b>AUTHOR:</b> Frazier [D]  <b>TITLE:</b> State Air Resources Board: Elections  <b>INTRODUCED:</b> 02/18/2021  <b>LAST AMEND:</b> 03/18/2021  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  <i>Requires a certain composition of the Air Resources Board</i>  <b>STATUS:</b>  03/18/2021 To ASSEMBLY Committee on NATURAL RESOURCES.  03/18/2021 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.  03/18/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.  <b>CATEGORY:</b> Miscellaneous</p>
<p>► AB 1209</p>	<p><b>AUTHOR:</b> McCarty [D]  <b>TITLE:</b> Transportation Planning: Green Means Go Grant Program  <b>INTRODUCED:</b> 02/19/2021  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  <i>Requires the Sacramento Area Council Of Government, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined.</i>  <b>STATUS:</b>  03/04/2021 To ASSEMBLY Committees on TRANSPORTATION and HOUSING AND COMMUNITY DEVELOPMENT.  <b>CATEGORY:</b> Funding</p>

► AB 1218	<p><b>AUTHOR:</b> McCarty [D]  <b>TITLE:</b> Motor Vehicle Greenhouse Gas Emissions Standards  <b>INTRODUCED:</b> 02/19/2021  <b>LOCATION:</b> <i>Assembly Transportation Committee</i>  <b>SUMMARY:</b>  Declares that, to help achieve the states climate and air quality goals and mandates, it is the goal of the state that 100 percent of new passenger and light-duty vehicle sales are zero-emission vehicles by 2035. Requires, on and after January 1, 2023, total passenger vehicles and light-duty vehicles sold by a manufacturer in the state in a calendar year to meet specified greenhouse gas emissions standards pursuant to a tiered plan.  <b>STATUS:</b>  <i>03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Environment</p>
► AB 1226	<p><b>AUTHOR:</b> McCarty [D]  <b>TITLE:</b> Capitol Corridor Rail Line: Capital Improvements  <b>INTRODUCED:</b> 02/19/2021  <b>LOCATION:</b> <i>Assembly Transportation Committee</i>  <b>SUMMARY:</b>  Appropriates an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.  <b>STATUS:</b>  <i>03/04/2021 To ASSEMBLY Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Rail and Transit</p>
► AB 1235	<p><b>AUTHOR:</b> Patterson [R]  <b>TITLE:</b> High-Speed Rail: Legislative Oversight  <b>INTRODUCED:</b> 02/19/2021  <b>LOCATION:</b> <i>Assembly Transportation Committee</i>  <b>SUMMARY:</b>  Creates the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the states programs, policies, and investments related to high-speed rail.  <b>STATUS:</b>  <i>03/11/2021 To ASSEMBLY Committee on TRANSPORTATION.</i>  <b>CATEGORY:</b> Rail and Transit</p>

► AB 1255	<p><b>AUTHOR:</b> Bloom [D]</p> <p><b>TITLE:</b> Fire prevention: Department of Forestry</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b>  <i>Relates to fire prevention. Concerns Department of Forestry and Fire Protection. Concerns grant programs. Requires the department, in coordination with the Secretary of the Natural Resources Agency, to facilitate regional, habitat specific, and area specific approaches to fire risk reduction, prevention, and restoration of projects that improve community safety, protect sites and structures, restore burned habitat, reduce catastrophic wildfires, and protect natural resources.</i></p> <p><b>STATUS:</b>  03/04/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 1260	<p><b>AUTHOR:</b> Chen [R]</p> <p><b>TITLE:</b> California Environmental Quality Act: Exemptions</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b>  <i>Exempts further from the requirements of CEQA, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.</i></p> <p><b>STATUS:</b>  03/06/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 1271	<p><b>AUTHOR:</b> Ting [D]</p> <p><b>TITLE:</b> Surplus Land</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 03/11/2021</p> <p><b>LOCATION:</b> Assembly Local Government Committee</p> <p><b>SUMMARY:</b>  <i>Provides that certain surplus land provisions do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law.</i></p> <p><b>STATUS:</b>  03/11/2021 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.  03/11/2021 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.  03/11/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</p> <p><b>CATEGORY:</b> Surplus Land</p>

► AB 1291	<p><b>AUTHOR:</b> Frazier [D]</p> <p><b>TITLE:</b> State Bodies: Open Meetings</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Governmental Organization Committee</i></p> <p><b>SUMMARY:</b> Requires a state body, when it limits time for public comment, to provide at least twice the allotted time to a member of the public who utilizes translating technology to address the state body.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION.</i></p> <p><b>CATEGORY:</b> Public Meetings</p>
► AB 1296	<p><b>AUTHOR:</b> Kamlager [D]</p> <p><b>TITLE:</b> South Coast Air Quality Management District</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Natural Resources Committee</i></p> <p><b>SUMMARY:</b> Increases the number of members of the South Coast Air Quality Management District board to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 1312	<p><b>AUTHOR:</b> Rodriguez [D]</p> <p><b>TITLE:</b> Vehicular Fuels: Renewable and Clean Hydrogen</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Natural Resources Committee</i></p> <p><b>SUMMARY:</b> Allows a green hydrogen production facility and distribution credit against the personal income and corporate income taxes for each taxable year to a qualified taxpayer for qualified building or qualified distribution costs. Decreases the credit as the amount of green hydrogen produced on average per day in the state increases and would decrease the hydrogen infrastructure credit as the number of public hydrogen fueling stations in operation in the state increases.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committees on NATURAL RESOURCES and REVENUE AND TAXATION.</i></p> <p><b>CATEGORY:</b> Funding</p>

▶ AB 1337	<p><b>AUTHOR:</b> Lee [D]</p> <p><b>TITLE:</b> Transportation: Transit District Policing</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Public Safety Committee</i></p> <p><b>SUMMARY:</b> Provides that a member of a transit district's police department whose primary duty is the enforcement of the law in or about properties, facilities, or vehicles upon which the district owes policing responsibilities to a local government is also a peace officer whose authority extends to any place in the state. Specifies that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.</p> <p><b>STATUS:</b> 03/04/2021 <i>To ASSEMBLY Committees on PUBLIC SAFETY and TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Rail and Transit</p>
▶ AB 1382	<p><b>AUTHOR:</b> Patterson [R]</p> <p><b>TITLE:</b> Department of Motor Vehicles: Electronic Transactions</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Transportation Committee</i></p> <p><b>SUMMARY:</b> Requires the Department of Motor Vehicles to establish a virtual field office allowing the electronic completion of transactions that require manual review by the department. Permits the department to allow transactions to be conducted through the virtual field office. Makes conforming changes.</p> <p><b>STATUS:</b> 03/11/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Miscellaneous</p>
▶ AB 1384	<p><b>AUTHOR:</b> Gabriel [D]</p> <p><b>TITLE:</b> Resiliency Through Adaptation, Economic Vitality</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Natural Resources Committee</i></p> <p><b>SUMMARY:</b> Requires the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for certain years. Requires agencies identified in the framework to coordinate with regional entities and engage vulnerable communities who have been impacted by climate change.</p> <p><b>STATUS:</b> 03/11/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p><b>CATEGORY:</b> Environment</p>

► AB 1389	<p><b>AUTHOR:</b> Reyes [D]</p> <p><b>TITLE:</b> <i>Alternative and Renewable Fuel and Vehicle Technology</i></p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 03/25/2021</p> <p><b>LOCATION:</b> <i>Assembly Transportation Committee</i></p> <p><b>SUMMARY:</b>  <i>States the intent of the Legislature to enact subsequent legislation to modify the Alternative and Renewable Fuel and Vehicle Technology Program.</i></p> <p><b>STATUS:</b>  03/25/2021 <i>To ASSEMBLY Committee on TRANSPORTATION.</i>  03/25/2021 <i>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</i>  03/25/2021 <i>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> <i>Funding</i></p>
► AB 1395	<p><b>AUTHOR:</b> Muratsuchi [D]</p> <p><b>TITLE:</b> <i>Greenhouse Gases: Carbon Neutrality</i></p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Natural Resources Committee</i></p> <p><b>SUMMARY:</b>  <i>Declares the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. Requires the State Air Resources Board to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality.</i></p> <p><b>STATUS:</b>  03/11/2021 <i>To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p><b>CATEGORY:</b> <i>Environment</i></p>
► AB 1401	<p><b>AUTHOR:</b> Friedman [D]</p> <p><b>TITLE:</b> <i>Residential And Commercial Development: Parking</i></p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> <i>Assembly Local Government Committee</i></p> <p><b>SUMMARY:</b>  <i>Relates to residential and commercial development. Relates to parking requirements. Prohibits a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined, or located within a low-vehicle miles traveled area, as defined.</i></p> <p><b>STATUS:</b>  03/11/2021 <i>To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.</i></p> <p><b>CATEGORY:</b> <i>Planning</i></p>



► AB 1408	<p><b>AUTHOR:</b> <i>Petrie-Norris [D]</i></p> <p><b>TITLE:</b> <i>Coastal Resources: Coastal Development Permits</i></p> <p><b>INTRODUCED:</b> <i>02/19/2021</i></p> <p><b>LOCATION:</b> <i>Assembly Natural Resources Committee</i></p> <p><b>SUMMARY:</b>          Authorizes a city or county, at the request of an applicant for a coastal development permit, to waive or reduce the permit fee for specified projects. Authorizes the applicant, if a city or county rejects a fee waiver or fee reduction request, to submit the coastal development permit application directly to the California Coastal Commission.</p> <p><b>STATUS:</b>  <i>03/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</i></p> <p><b>CATEGORY:</b> <i>Environment</i></p>
► AB 1447	<p><b>AUTHOR:</b> <i>Cooley [D]</i></p> <p><b>TITLE:</b> <i>Rural California Infrastructure Act</i></p> <p><b>INTRODUCED:</b> <i>02/19/2021</i></p> <p><b>LOCATION:</b> <i>Assembly Emergency Management Committee</i></p> <p><b>SUMMARY:</b>          Establishes the Rural California Infrastructure Act to award grants to specified local agencies to fund rural infrastructure projects, as defined. Creates the Rural California Infrastructure Committee, consisting of 7 appointed members, to establish, by July 1, 2022, an application process for the grants and to award the grants, beginning on January 1, 2023, and every 2 years thereafter, in accordance with specified priorities.</p> <p><b>STATUS:</b>  <i>03/11/2021 To ASSEMBLY Committees on EMERGENCY MANAGEMENT and JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.</i></p> <p><b>CATEGORY:</b> <i>Miscellaneous</i></p>
► AB 1453	<p><b>AUTHOR:</b> <i>Muratsuchi [D]</i></p> <p><b>TITLE:</b> <i>Environmental Justice: Just Transition Commission</i></p> <p><b>INTRODUCED:</b> <i>02/19/2021</i></p> <p><b>LOCATION:</b> <i>Assembly Labor and Employment Committee</i></p> <p><b>SUMMARY:</b>          Establishes the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy.</p> <p><b>STATUS:</b>  <i>03/11/2021 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and NATURAL RESOURCES.</i></p> <p><b>CATEGORY:</b> <i>Employment Terms &amp; Conditions</i></p>

► AB 1463	<p><b>AUTHOR:</b> O'Donnell [D]</p> <p><b>TITLE:</b> California Global Warming Solutions Act of 2006</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b> Requires the State Air Resources Board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels.</p> <p><b>STATUS:</b> 03/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.</p> <p><b>CATEGORY:</b> Environment</p>
► AB 1471	<p><b>AUTHOR:</b> Villapudua [D]</p> <p><b>TITLE:</b> Public Utilities Commission</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Assembly Utilities and Energy Committee</p> <p><b>SUMMARY:</b> States that when selecting and confirming members of the Public Utilities Commission, the Governor and the Senate should consider achieving regional diversity by selecting candidates with a permanent residence in northern California, the central valley, and southern California.</p> <p><b>STATUS:</b> 03/11/2021 To ASSEMBLY Committee on UTILITIES AND ENERGY.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► AB 1472	<p><b>AUTHOR:</b> Nazarian [D]</p> <p><b>TITLE:</b> Meyers-Milias-Brown Act: Public Employees</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Assembly Public Employment and Retirement Committee</p> <p><b>SUMMARY:</b> <i>Revises the definition of public employee for the purpose of the Meyers-Milias Brown Act to also include any physician employed solely or jointly by the County of Ventura.</i></p> <p><b>STATUS:</b> 03/11/2021 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

▶ AB 1510	<b>AUTHOR:</b>	Garcia [D]
	<b>TITLE:</b>	Unauthorized Workers: Essential Worker
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/17/2021
	<b>LOCATION:</b>	Assembly Labor and Employment Committee
	<b>SUMMARY:</b>	Relates to unauthorized workers. Requires the Employment Development Department to determine the extent of labor shortages in the state's essential critical infrastructure workforce sectors and provide that information to specified federal government entities. Requires the department to convene a working group to address the issues relating to a work permit program for unauthorized persons who are essential critical infrastructure workforce employees to work and live in the state.
	<b>STATUS:</b>	
	03/17/2021	From ASSEMBLY Committee on LABOR AND EMPLOYMENT with author's amendments.
	03/17/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on LABOR AND EMPLOYMENT.
	<b>CATEGORY:</b>	Employment Terms & Conditions

▶ AB 1523	<b>AUTHOR:</b>	Gallagher [D]
	<b>TITLE:</b>	Greenhouse Gases
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	Revises the California Global Warming Solutions Act of 2006 by designating the State Air Resources Board with the responsibility of regulating vehicular sources of emissions of greenhouse gases and each district with the responsibility of regulating all sources, other than vehicular sources, of emissions of greenhouse gases within its jurisdiction.
	<b>STATUS:</b>	
	03/11/2021	To ASSEMBLY Committee on NATURAL RESOURCES.
	<b>CATEGORY:</b>	Environment

*AB 1539 (Levine), which pertained to electric vehicle infrastructure, was gut and amended to relate to commercial vessel insurance. Therefore, the bill has been removed from the matrix.*

► AB 1553	<b>AUTHOR:</b>	O'Donnell [D]
	<b>TITLE:</b>	Department of Transportation: homeless encampments.
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/25/2021
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	Requires the department of transportation to establish a pilot program for cleanup efforts at homeless encampments on department property. Requires the department of transportation to develop a plan to conduct cleanup efforts at all homeless encampments on department property within the City of Long Beach and authorize the department to develop plans to conduct cleanup efforts at homeless encampments on other department property.
	<b>STATUS:</b>	
	03/25/2021	To ASSEMBLY Committee on TRANSPORTATION.
	03/25/2021	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/25/2021	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Homelessness

ACA 1	<b>AUTHOR:</b>	Aguiar-Curry [D]
	<b>TITLE:</b>	Local Government Financing: Affordable Housing
	<b>INTRODUCED:</b>	12/07/2020
	<b>LOCATION:</b>	Assembly
	<b>SUMMARY:</b>	Creates an additional exception to the 1 percent ad valorem tax rate limit on real property that would authorize a city, county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing the tax is approved by 55 percent of the voters of the city or county, and the proposition includes accountability requirements.
	<b>STATUS:</b>	
	12/07/2020	INTRODUCED.
	<b>CATEGORY:</b>	Miscellaneous

ACA 5	<b>AUTHOR:</b>	Voepel [D]
	<b>TITLE:</b>	Motor Vehicles: Fuel Taxes, Sales and Use Taxes
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	Assembly
	<b>SUMMARY:</b>	Relates to motor vehicle fuel taxes. Restricts the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired. Require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable.
	<b>STATUS:</b>	
	02/19/2021	INTRODUCED.
	<b>CATEGORY:</b>	Funding

► SB 10	<p><b>AUTHOR:</b> Wiener [D]</p> <p><b>TITLE:</b> Planning and Zoning: Housing Development: Density</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/22/2021</p> <p><b>LOCATION:</b> Senate Governance and Finance Committee</p> <p><b>SUMMARY:</b>  Authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. Requires the Department of Housing and Community Development to determine jobs-rich areas and publish a map of those areas on a certain frequency.</p> <p><b>STATUS:</b>  03/22/2021 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</p> <p><b>CATEGORY:</b> Housing</p>
► SB 17	<p><b>AUTHOR:</b> Pan [D]</p> <p><b>TITLE:</b> Office Of Racial Equity</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 02/25/2021</p> <p><b>LOCATION:</b> Senate Second Reading File</p> <p><b>SUMMARY:</b>  Establishes in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, that shall be governed by a Racial Equity Advisory and Accountability Council. Requires the Governor to direct the Secretary of each state agency to adopt and implement the Racial Equity Framework through each agencies' Racial Equity Action Plan, which would be adopted by each state agency and integrated into the agency's strategic plan.</p> <p><b>STATUS:</b>  03/23/2021 From SENATE Committee on GOVERNMENTAL ORGANIZATION: Do pass as amended to Committee on JUDICIARY. (9-3)</p> <p><b>CATEGORY:</b> Miscellaneous</p>
SB 30	<p><b>AUTHOR:</b> Cortese [D]</p> <p><b>TITLE:</b> Building Decarbonization</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LOCATION:</b> Senate Governmental Organization Committee</p> <p><b>SUMMARY:</b>  Prohibits a state agency from designing or constructing a state facility that is connected to the natural gas grid. Requires the State Energy Resources Conservation and Development Commission to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035.</p> <p><b>STATUS:</b>  01/28/2021 To SENATE Committee on GOVERNMENTAL ORGANIZATION.</p> <p><b>CATEGORY:</b> Environment</p>

► SB 44	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Environmental Quality Act: Judicial Review</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/01/2021</p> <p><b>LOCATION:</b> Senate Judiciary Committee</p> <p><b>SUMMARY:</b> Establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p><b>STATUS:</b> 03/15/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on JUDICIARY. (7-0)</p> <p><b>CATEGORY:</b> Environment</p>
► SB 46	<p><b>AUTHOR:</b> Stern [D]</p> <p><b>TITLE:</b> American Rescue Plan Act Funds</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LAST AMEND:</b> 03/10/2021</p> <p><b>LOCATION:</b> Senate Governmental Organization Committee</p> <p><b>SUMMARY:</b> <i>Requires, to the extent authorized by federal law, a state agency that receives and disburses American Rescue Plan funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth.</i></p> <p><b>STATUS:</b> 03/18/2021 Re-referred to SENATE Committees on GOVERNMENTAL ORGANIZATION and LABOR, PUB. EMPLOY. &amp; RETIREMENT and ENVIRONMENTAL QUALITY.</p> <p>03/18/2021 In SENATE. Rescinds referral to Committee on ENVIRONMENTAL QUALITY due to limitations concerning COVID-19 virus.</p> <p><b>CATEGORY:</b> Funding</p>
SB 66	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Council on the Future of Transportation</p> <p><b>INTRODUCED:</b> 12/07/2020</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b> Requires the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.</p> <p><b>STATUS:</b> 02/25/2021 Re-referred to SENATE Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Miscellaneous</p>

► SB 83	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> California Infrastructure and Economic Development Bank</p> <p><b>INTRODUCED:</b> 12/15/2020</p> <p><b>LOCATION:</b> Senate Governance and Finance Committee</p> <p><b>SUMMARY:</b> Creates the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. Requires the California Coastal Commission in consultation with the State Lands Commission, and any other applicable state, federal, and local entities, as specified to determine criteria and guidelines for the identification of eligible vulnerable coastal properties.</p> <p><b>STATUS:</b> 03/16/2021 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on GOVERNANCE AND FINANCE. (9-0)</p> <p><b>CATEGORY:</b> Funding</p>
SB 214	<p><b>AUTHOR:</b> Bates [R]</p> <p><b>TITLE:</b> Neighborhood Electric Vehicles: County of Orange</p> <p><b>INTRODUCED:</b> 01/12/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b> Repeals the sunset date, thereby indefinitely extending the County of Orange's authority to establish an NEV (Neighborhood Electric Vehicle) transportation plan for the Ranch Plan Planned Community.</p> <p><b>STATUS:</b> 01/28/2021 To SENATE Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Planning</p>
► SB 216	<p><b>AUTHOR:</b> Dodd [D]</p> <p><b>TITLE:</b> Contractors: Workers' Compensation Insurance: Coverage</p> <p><b>INTRODUCED:</b> 01/12/2021</p> <p><b>LAST AMEND:</b> 03/15/2021</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b> Requires concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees.</p> <p><b>STATUS:</b> 03/22/2021 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>

SB 231	<b>AUTHOR:</b>	McGuire [D]
	<b>TITLE:</b>	Department of Transportation: Transfer of Property
	<b>INTRODUCED:</b>	01/19/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	Authorizes the Department of Transportation, upon terms, standards, and conditions approved by the California Transportation Commission, to transfer the Blues Beach property located in the unincorporated community of Westport in the County of Mendocino to a qualified nonprofit corporation, which the bill would define as a nonprofit corporation that is organized by one or more California Native American tribes for the purpose of environmental protection.
	<b>STATUS:</b>	
	01/28/2021	To SENATE Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Miscellaneous

► SB 266	<b>AUTHOR:</b>	Newman [D]
	<b>TITLE:</b>	State Park System: Chino Hills State Park: Expansion
	<b>INTRODUCED:</b>	01/28/2021
	<b>LAST AMEND:</b>	03/23/2021
	<b>LOCATION:</b>	Senate Appropriations Committee
	<b>SUMMARY:</b>	Requires the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. <i>Requires the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.</i>
	<b>STATUS:</b>	
	03/23/2021	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	<b>CATEGORY:</b>	Miscellaneous

SB 270	<b>AUTHOR:</b>	Durazo [D]
	<b>TITLE:</b>	Public Employment: Labor Relations: Employee Data
	<b>INTRODUCED:</b>	01/28/2021
	<b>LOCATION:</b>	Senate Labor, Public Employment and Retirement Committee
	<b>SUMMARY:</b>	Authorizes an exclusive representative to file a charge of an unfair labor practice with the Public Employment Relations Board, as specified, alleging a violation of the specified requirements only if specified conditions are met, including that the exclusive representative gives written notice of the alleged violation and that the public employer fails to cure the violation, as specified.
	<b>STATUS:</b>	
	02/22/2021	In SENATE. Article IV. Section 8(a) of the Constitution dispensed with.
	02/22/2021	In SENATE. Joint Rule 55 suspended.
	<b>CATEGORY:</b>	Employment Terms & Conditions



► SB 304	<p><b>AUTHOR:</b> Archuleta [D]</p> <p><b>TITLE:</b> Contractors: Exemptions</p> <p><b>INTRODUCED:</b> 02/03/2021</p> <p><b>LOCATION:</b> Senate Second Reading File</p> <p><b>SUMMARY:</b> Increases the maximum aggregate contract price eligible for a specified exemption from the Contractors State License Law to a specified amount, and makes other nonsubstantive changes.</p> <p><b>STATUS:</b> 03/22/2021 From SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT: Do pass as amended to Committee on APPROPRIATIONS. (8-0)</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► SB 336	<p><b>AUTHOR:</b> Ochoa Bogh [R]</p> <p><b>TITLE:</b> Public Health: COVID-19</p> <p><b>INTRODUCED:</b> 02/08/2021</p> <p><b>LAST AMEND:</b> 03/15/2021</p> <p><b>LOCATION:</b> Senate Health Committee</p> <p><b>SUMMARY:</b> Provides that before the State Department of Public Health or a local health official takes measures to prevent the spread of COVID-19, <i>they publish the measures for 72 hours on their internet website and contact local organizations, communities, and nonprofits. Authorizes waiving those requirements if there is an immediate danger to the public.</i></p> <p><b>STATUS:</b> 03/15/2021 From SENATE Committee on HEALTH with author's amendments. 03/15/2021 In SENATE. Read second time and amended. Re-referred to Committee on HEALTH.</p> <p><b>CATEGORY:</b> Emergency Response Services</p>
► SB 342	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> South Coast Air Quality Management District</p> <p><b>INTRODUCED:</b> 02/09/2021</p> <p><b>LAST AMEND:</b> 3/10/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b> <i>Adds members to the South Coast Air Quality Management District board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. Requires the additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice.</i></p> <p><b>STATUS:</b> 03/18/2021 Additionally referred to SENATE Committee on GOVERNANCE AND FINANCE.</p> <p><b>CATEGORY:</b> Miscellaneous</p>

► SB 372	<b>AUTHOR:</b>	Leyva [D]
	<b>TITLE:</b>	Medium- and Heavy-Duty Fleet Purchasing Program
	<b>INTRODUCED:</b>	02/10/2021
	<b>LAST AMEND:</b>	03/04/2021
	<b>LOCATION:</b>	Senate Rules Committee
	<b>SUMMARY:</b>	<i>Establishes the California Pollution Control Financing Authority. Authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. requires the California Pollution Control Financing Authority to establish a program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles.</i>
	<b>STATUS:</b>	
	03/18/2021	Additionally referred to SENATE Committees on TRANSPORTATION and JUDICIARY.
	03/18/2021	In SENATE. Rescinds referral to Committee on JUDICIARY due to limitations concerning COVID-19 virus.
	<b>CATEGORY:</b>	Funding

SB 378	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Local Government: Broadband Infrastructure Development
	<b>INTRODUCED:</b>	02/10/2021
	<b>LOCATION:</b>	Senate Governance and Finance Committee
	<b>SUMMARY:</b>	<i>Authorizes a provider of fiber facilities to determine the method of the installation of fiber. Prohibits a local agency from prohibiting, or unreasonably discriminating in favor of or against the use of, aerial installations, open trenching or boring, or microtrenching, but would authorize a local agency to prohibit aerial deployment of fiber where no aboveground utilities exist due to Electric Tariff Rule 20 or other existing underground requirements.</i>
	<b>STATUS:</b>	
	02/22/2021	In SENATE. Article IV. Section 8(a) of the Constitution dispensed with.
	02/22/2021	In SENATE. Joint Rule 55 suspended.
	02/22/2021	To SENATE Committees on GOVERNANCE AND FINANCE and ENERGY, UTILITIES AND COMMERCE.
	<b>CATEGORY:</b>	Broadband

► SB 412	<b>AUTHOR:</b>	Ochoa Bogh [R]
	<b>TITLE:</b>	Environmental Quality Act: Emergency Definition
	<b>INTRODUCED:</b>	02/12/2021
	<b>LAST AMEND:</b>	03/09/2021
	<b>LOCATION:</b>	Senate Environmental Quality Committee
	<b>SUMMARY:</b>	<i>Expands the definition of emergency provided in the Environmental Quality Act to include proactive efforts by a state or local agency to prevent, minimize, or mitigate loss of, or damage to, life, health, property, natural resources, or essential public services, resulting from fire, flood, or earthquake or other soil or geologic movements, in areas of the state that a lead agency determines, based on substantial evidence, are at a heightened risk of the occurrence of those events.</i>
	<b>STATUS:</b>	
	03/18/2021	Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.
	<b>CATEGORY:</b>	Environment

SB 415	<b>AUTHOR:</b>	Melendez [R]
	<b>TITLE:</b>	Transportation Finance: Motor Vehicle Fuel Tax
	<b>INTRODUCED:</b>	02/12/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	Relates to existing law which requires a portion of the net revenues from the tax on motor vehicle fuel to be apportioned monthly among counties and cities pursuant to a specified formula, which includes a requirement that the base sum be computed using a specified metric. Requires the base sum to be calculated, rather than computed, using that metric and that the calculation of the apportionment be disclosed and made available to the public.
	<b>STATUS:</b>	
	02/25/2021	To SENATE Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Funding

► SB 439	<b>AUTHOR:</b>	Archuleta [D]
	<b>TITLE:</b>	Green Hydrogen
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	03/05/2021
	<b>LOCATION:</b>	Senate Energy, Utilities and Communications Committee
	<b>SUMMARY:</b>	Authorizes gas corporation that serves an area that will host the 2028 Olympics to identify and propose a <i>green</i> hydrogen project, as defined, or multiple projects, in cooperation with the United States Olympic Paralympic Committee, the City of Los Angeles, or the County of Los Angeles to achieve described purposes.
	<b>STATUS:</b>	
	03/05/2021	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	03/05/2021	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	<b>CATEGORY:</b>	Environment

► SB 459	<b>AUTHOR:</b>	Allen [D]
	<b>TITLE:</b>	Political Reform Act of 1974: Lobbying
	<b>INTRODUCED:</b>	02/16/2021
	<b>LAST AMEND:</b>	03/10/2021
	<b>LOCATION:</b>	Senate Elections and Constitutional Amendments Committee
	<b>SUMMARY:</b>	Requires lobbyists, lobbying firms, and lobbyist employers to include information in the periodic reports that identifies each bill or administrative action subject to lobbying activity, and the respective position advocated for, during that period.
	<b>STATUS:</b>	
	03/18/2021	Re-referred to SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.
	<b>CATEGORY:</b>	Miscellaneous

► SB 471	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> The Racial and Economic Equity Bond Act of 2021</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LAST AMEND:</b> 03/11/2021</p> <p><b>LOCATION:</b> Senate Business, Professions &amp; Economic Development Committee</p> <p><b>SUMMARY:</b> Enacts the Racial and Economic Equity Bond Act, which, if approved by the voters, would authorize the issuance of an unspecified amount of bonds, pursuant to the State General Obligation Bond Law.</p> <p><b>STATUS:</b> 03/18/2021 Re-referred to SENATE Committees on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT and GOVERNANCE AND FINANCE.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► SB 471	<p><b>AUTHOR:</b> Cortese [D]</p> <p><b>TITLE:</b> Transportation Planning: Sustainable Communities</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LAST AMEND:</b> 03/10/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b> Requires the State Air Resources Board, on or before a certain date, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at a specified rate.</p> <p><b>STATUS:</b> 03/18/2021 Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and HOUSING. 03/18/2021 In SENATE. Rescinds referral to Committee on HOUSING due to limitations concerning COVID-19 virus.</p> <p><b>CATEGORY:</b> Planning</p>
SB 499	<p><b>AUTHOR:</b> Leyva [D]</p> <p><b>TITLE:</b> General Plan: Land Use Element: Adverse Health Impact</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LOCATION:</b> Senate Governance and Finance Committee</p> <p><b>SUMMARY:</b> Prohibits the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty.</p> <p><b>STATUS:</b> 02/25/2021 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY.</p> <p><b>CATEGORY:</b> Planning</p>

SB 500	<b>AUTHOR:</b>	Min [D]
	<b>TITLE:</b>	Autonomous Vehicles: Zero Emissions
	<b>INTRODUCED:</b>	02/17/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	Requires an autonomous vehicle operating on a public road to be a zero-emission vehicle. Defines zero-emission vehicle to mean a vehicle that produces no emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board.
	<b>STATUS:</b>	
	02/25/2021	To SENATE Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Environment

SB 527	<b>AUTHOR:</b>	Melendez [R]
	<b>TITLE:</b>	Greenhouse Gas Reduction Fund: High-Speed Rail
	<b>INTRODUCED:</b>	02/17/2021
	<b>LOCATION:</b>	Senate Environmental Quality Committee
	<b>SUMMARY:</b>	Eliminates the continuous appropriation of 25 percent of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on a specified date. Transfers 25 percent of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund.
	<b>STATUS:</b>	
	02/25/2021	To SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and NATURAL RESOURCES AND WATER.
	<b>CATEGORY:</b>	Funding

► SB 548	<b>AUTHOR:</b>	Eggman [D]
	<b>TITLE:</b>	Tri-Valley-San Joaquin Valley Regional Rail Authority
	<b>INTRODUCED:</b>	02/18/2021
	<b>LAST AMEND:</b>	03/16/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	<i>Exempts the authority and any entity contracted to serve as the operator of any transit connectivity developed and delivered pursuant to the authority's powers from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.</i>
	<b>STATUS:</b>	
	03/16/2021	From SENATE Committee on TRANSPORTATION with author's amendments.
	03/16/2021	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Rail and Transit

► SB 551	<p><b>AUTHOR:</b> Stern [D]</p> <p><b>TITLE:</b> California Electric Vehicle Authority</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/25/2021</p> <p><b>LOCATION:</b> Senate Governmental Organization Committee</p> <p><b>SUMMARY:</b>  <i>Establishes the California Electric Vehicle Authority within the Governor's office. Requires the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified.</i></p> <p><b>STATUS:</b>  03/25/2021 <i>From SENATE Committee on GOVERNMENTAL ORGANIZATION with author's amendments.</i>  03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION.</i></p> <p><b>CATEGORY:</b> Planning</p>
► SB 563	<p><b>AUTHOR:</b> Allen [D]</p> <p><b>TITLE:</b> Second Neighborhood Infill Finance and Transit Improve</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Senate Governance and Finance Committee</p> <p><b>SUMMARY:</b>  <i>Makes the enhanced infrastructure financing plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population.</i></p> <p><b>STATUS:</b>  03/03/2021 <i>To SENATE Committees on GOVERNANCE AND FINANCE and HOUSING.</i></p> <p><b>CATEGORY:</b> Planning</p>
► SB 580	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> Department of Transportation: Highways and Roads</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b>  <i>Authorizes the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road.</i></p> <p><b>STATUS:</b>  03/03/2021 <i>To SENATE Committee on TRANSPORTATION.</i></p> <p><b>CATEGORY:</b> Environment</p>

► SB 582	<p><b>AUTHOR:</b> Stern [D]</p> <p><b>TITLE:</b> Climate Emergency Mitigation, Safe Restoration</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 3/10/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b>  <i>Requires the Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least an unspecified percentage below the 1990 level by a specified date, and a specified percent below the statewide greenhouse gas emissions limit no later than a specified date.</i></p> <p><b>STATUS:</b>  03/18/2021      <i>Additionally referred to SENATE Committee on NATURAL RESOURCES AND WATER.</i></p> <p><b>CATEGORY:</b> Environment</p>
► SB 589	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> Air Pollution: Alternative Vehicles and Infrastructure</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/25/2021</p> <p><b>LOCATION:</b> Senate Energy, Utilities and Communications Committee</p> <p><b>SUMMARY:</b>  <i>Requires the State Energy Resources Conservation and Development Commission to identify workforce development and training resources needed to meet specified goals concerning reducing emissions of greenhouse gases.</i></p> <p><b>STATUS:</b>  03/25/2021      <i>From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.</i>  03/25/2021      <i>In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</i></p> <p><b>CATEGORY:</b> Environment</p>
► SB 596	<p><b>AUTHOR:</b> Becker [D]</p> <p><b>TITLE:</b> Greenhouse Gases: Cement and Concrete Production</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 3/04/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b>  <i>Require the state board to develop a comprehensive strategy for California's cement and concrete sector to reduce the carbon intensity of concrete used in the state by at least 40% from 2019 levels by 2030 on a specified date. Requires the state board, in developing the strategy, among other things, to identify modifications to existing measures and evaluate new measure, including a low-carbon product standard for concrete or cement, to achieve those objectives.</i></p> <p><b>STATUS:</b>  03/17/2021      <i>Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.</i></p> <p><b>CATEGORY:</b> Environment</p>

► SB 598	<p><b>AUTHOR:</b> Pan [D]</p> <p><b>TITLE:</b> Sacramento Regional Transit District: Employee Relation</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Senate Labor, Public Employment and Retirement Committee</i></p> <p><b>SUMMARY:</b> Grants Public Employment Relations Board jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District and would require employers and employees to adjudicate complaints of specified labor violations before PERB as an unfair labor practice.</p> <p><b>STATUS:</b> 03/03/2021 <i>To SENATE Committees on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT and JUDICIARY.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► SB 604	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> Natural Resources: The Nature and Parks Career Pathway</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> <i>Senate Natural Resources and Water Committee</i></p> <p><b>SUMMARY:</b> Establishes the Nature and Parks Career Pathway and Community Resiliency Act of 2021, which would require state conservancies and the Wildlife Conservation Board to establish independent grant programs to fund climate mitigation, adaptation, or resilience, natural disaster, and other climate emergency projects, as specified.</p> <p><b>STATUS:</b> 03/03/2021 <i>To SENATE Committee on NATURAL RESOURCES AND WATER.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► SB 606	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Workplace Safety: Citations: Employer Retaliation</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LAST AMEND:</b> 03/25/2021</p> <p><b>LOCATION:</b> <i>Senate Judiciary Committee</i></p> <p><b>SUMMARY:</b> Requires the Division of Occupational Safety and Health to issue a citation to an egregious employer, as defined, for each willful violation concerning employer retaliations for reporting a workplace safety incident and each employee exposed to that violation would be required to be considered a separate violation for purposes of the issuance of fines and penalties, as provided.</p> <p><b>STATUS:</b> 03/25/2021 <i>From SENATE Committee on JUDICIARY with author's amendments.</i> 03/25/2021 <i>In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.</i></p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>



► SB 624	<p><b>AUTHOR:</b> Hueso [D]</p> <p><b>TITLE:</b> Environmental Equity and Outdoor Access Act</p> <p><b>INTRODUCED:</b> 02/18/2021</p> <p><b>LOCATION:</b> Senate Natural Resources and Water Committee</p> <p><b>SUMMARY:</b> Establishes the Environmental Equity and Outdoor Access Act, which sets forth the State's commitment to ensuring all Californians can benefit from, and have meaningful access to, the State's rich cultural and natural resources.</p> <p><b>STATUS:</b> 03/03/2021 To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY AND APPROPRIATIONS.</p> <p><b>CATEGORY:</b> Environment</p>
► SB 635	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Cleanup Activities</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 03/10/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b> Requires the Department of Transportation, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments.</p> <p><b>STATUS:</b> 03/18/2021 Re-referred to SENATE Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Miscellaneous</p>
► SB 640	<p><b>AUTHOR:</b> Becker [D]</p> <p><b>TITLE:</b> Transportation Financing: Jointly Proposed Projects</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b> Authorizes cities and counties to jointly submit to the Transportation Commission a list of proposed projects to be funded by the cities and counties' apportionments of funds in the Road Maintenance and Rehabilitation Account. Requires that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment.</p> <p><b>STATUS:</b> 03/03/2021 To SENATE Committee on TRANSPORTATION.</p> <p><b>CATEGORY:</b> Funding</p>

► SB 643	<b>AUTHOR:</b>	Archuleta [D]
	<b>TITLE:</b>	Fuel Cell Electric Vehicle Fueling Infrastructure
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/22/2021
	<b>LOCATION:</b>	Senate Environmental Quality Committee
	<b>SUMMARY:</b>	Requires the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, <i>to create a working group</i> to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.
	<b>STATUS:</b>	
	03/24/2021	Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION and ENERGY, UTILITIES AND COMMUNICATIONS.
	<b>CATEGORY:</b>	Planning

► SB 662	<b>AUTHOR:</b>	Archuleta [D]
	<b>TITLE:</b>	Energy: Transportation Sector: Green Hydrogen
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/25/2021
	<b>LOCATION:</b>	Senate Energy, Utilities and Communications Committee
	<b>SUMMARY:</b>	Requires the State Air Resources Board to develop and implement regulations to require that, by December 31, 2024, on a statewide basis, not less than 44 percent of the hydrogen produced or dispensed in California for motor vehicles be green hydrogen, as defined.
	<b>STATUS:</b>	
	03/25/2021	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	03/25/2021	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	<b>CATEGORY:</b>	Environment

► SB 671	<b>AUTHOR:</b>	Gonzalez [D]
	<b>TITLE:</b>	Clean Freight Corridor Efficiency Program
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	Creates a Clean Freight Corridor Efficiency Program to advance heavy-duty clean vehicle goals and ensure the development of supporting highway infrastructure. Requires the California Transportation Commission (CTC) and the Air and Resources Board (ARB) to conduct a comprehensive analysis of key factors needed to build clean freight corridors, such as, road safety, alternative fueling infrastructure and road resiliency.
	<b>STATUS:</b>	
	03/03/2021	To SENATE Committees on TRANSPORTATION and ENVIRONMENTAL QUALITY.
	<b>CATEGORY:</b>	Planning

► SB 674	<p><b>AUTHOR:</b> Durazo [D]</p> <p><b>TITLE:</b> Public Contracts: Workforce Development</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Senate Transportation Committee</p> <p><b>SUMMARY:</b> Requires relevant public agencies to develop a program, known as the State Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training.</p> <p><b>STATUS:</b> 03/22/2021 From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Do pass to Committee on TRANSPORTATION. (4-1)</p> <p><b>CATEGORY:</b> Public Works</p>
► SB 704	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Occupational Safety and Health</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LOCATION:</b> Senate Rules Committee</p> <p><b>SUMMARY:</b> Requires every employer to furnish and use safety devices and safeguards, and to adopt and use practices that are reasonably adequate to render the employment and place of employment safe and healthful.</p> <p><b>STATUS:</b> 03/03/2021 To SENATE Committee on RULES.</p> <p><b>CATEGORY:</b> Employment Terms &amp; Conditions</p>
► SB 726	<p><b>AUTHOR:</b> Gonzalez [D]</p> <p><b>TITLE:</b> Fuel and Vehicle Technologies: Sustainability</p> <p><b>INTRODUCED:</b> 02/19/2021</p> <p><b>LAST AMEND:</b> 03/11/2021</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b> Requires the Air Resources Board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop a comprehensive transportation sustainability strategy.</p> <p><b>STATUS:</b> 03/18/2021 Additionally referred to ASSEMBLY Committees on TRANSPORTATION and ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p>03/18/2021 In SENATE. Rescinds referral to Committee on ENERGY, UTILITIES AND COMMUNICATIONS due to limitations concerning COVID-19 virus.</p> <p><b>CATEGORY:</b> Environment</p>

► SB 760	<b>AUTHOR:</b>	Bates [R]
	<b>TITLE:</b>	State Highways: State Route 241: Reduction
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	<i>Senate Transportation Committee</i>
	<b>SUMMARY:</b>	Deletes from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.
	<b>STATUS:</b>	03/03/2021 <i>To SENATE Committee on TRANSPORTATION.</i>
	<b>CATEGORY:</b>	Planning

► SB 761	<b>AUTHOR:</b>	Bates [R]
	<b>TITLE:</b>	Public Resources: City of San Clemente
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	<i>Senate Natural Resources and Water Committee</i>
	<b>SUMMARY:</b>	Prohibits certain governmental entities from constructing, funding, or operating, or from taking property to construct, fund, or operate, a new major thoroughfare in the City of San Clemente in an area that is subject to a conservation easement or that is protected as open space under a local initiative. Provides that these provisions do not apply to State Route 5 and lands immediately adjacent to State Route 5 or the extension of Los Patrones.
	<b>STATUS:</b>	03/04/2021 <i>In SENATE. Rescinds referral to Committee on GOVERNANCE AND FINANCE due to limitations concerning COVID-19 virus.</i>
	<b>CATEGORY:</b>	Planning

► SB 771	<b>AUTHOR:</b>	Becker [D]
	<b>TITLE:</b>	Sales And Use Tax Law: Zero Emissions Vehicle Exemption
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	<i>Senate Governance and Finance Committee</i>
	<b>SUMMARY:</b>	Provides an exemption from taxes imposed on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state.
	<b>STATUS:</b>	03/03/2021 <i>To SENATE Committee on GOVERNANCE AND FINANCE.</i>
	<b>CATEGORY:</b>	Funding

► SB 790	<b>AUTHOR:</b>	Stern [D]
	<b>TITLE:</b>	Advance Mitigation Program
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/22/2021
	<b>LOCATION:</b>	Senate Transportation Committee
	<b>SUMMARY:</b>	<i>Provides compensatory mitigation credits to support modifications and planning of projects on the state highway system that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements. Authorizes Caltrans to request DFW to issue credits for actions that Caltrans takes to improve fish and wildlife connectivity in connection with a project on the state highway system in excess of any legally required mitigation.</i>
	<b>STATUS:</b>	
	03/22/2021	From SENATE Committee on TRANSPORTATION with author's amendments.
	03/22/2021	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	<b>CATEGORY:</b>	Funding

► SB 791	<b>AUTHOR:</b>	Cortese [D]
	<b>TITLE:</b>	Surplus Land Authority
	<b>INTRODUCED:</b>	02/19/2021
	<b>LAST AMEND:</b>	03/11/2021
	<b>LOCATION:</b>	Senate Housing Committee
	<b>SUMMARY:</b>	<i>Establishes the Surplus Land Authority with the primary purpose of facilitating the development and construction of residential housing on state and local surplus property.</i>
	<b>STATUS:</b>	
	03/18/2021	Re-referred to SENATE Committees on HOUSING and GOVERNMENTAL ORGANIZATION.
	<b>CATEGORY:</b>	Surplus Land

► SB 792	<b>AUTHOR:</b>	Glazer [D]
	<b>TITLE:</b>	Sales and Use Tax: Retailers: Reporting
	<b>INTRODUCED:</b>	02/19/2021
	<b>LOCATION:</b>	Senate Appropriations Committee
	<b>SUMMARY:</b>	Requires a retailer whose annual sales of tangible personal property transacted online exceeded a certain dollar amount for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online, as specified.
	<b>STATUS:</b>	
	03/25/2021	From SENATE Committee on GOVERNANCE AND FINANCE: Do pass to Committee on APPROPRIATIONS. (4-1)
	<b>CATEGORY:</b>	Funding

*SB 793 (Wiener), which pertained to the Road Usage Charge Pilot Program, was gut and amended to relate to music venue licenses. Therefore, the bill has been removed from the matrix.*

SCA 4	<p><b>AUTHOR:</b> Wilk [R]</p> <p><b>TITLE:</b> Legislature: 2-year Budget</p> <p><b>INTRODUCED:</b> 02/17/2021</p> <p><b>LOCATION:</b> Senate</p> <p><b>SUMMARY:</b></p> <p>Limits the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. Requires the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session.</p> <p><b>STATUS:</b></p> <p>02/17/2021                      INTRODUCED.</p> <p><b>CATEGORY:</b>                      Funding</p>
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## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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



**Subject:** Federal Legislative Status Report

Legislative and Communications Committee Meeting of April 15, 2021

**Present:** Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

**Absent:** None

**Committee Vote**

Following the discussion, no action was taken on this receive and file information item.

**Staff Recommendation**

Receive and file as an information item.



***April 15, 2021***

**To:** Legislative and Communications Committee

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

**Subject:** Federal Legislative Status Report

### **Overview**

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An overview of the President's infrastructure plan is provided, as is an update on efforts in Congress to potentially bring back funding earmarks for specific projects. In addition, several transportation-related hearings are summarized on various policy issues to give a high-level overview of the policy environment in the early days of the new Administration and the 117<sup>th</sup> Congress.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

#### **President's Infrastructure Announcement**

On March 31, 2021, the President outlined a more than \$2 trillion infrastructure plan, known as the American Jobs Plan, that calls on Congress to pass legislation providing funding for various categories of infrastructure projects including transportation, water, broadband, housing, resiliency, and healthcare, over the course of the next eight years. While it is up to Congress to ultimately act on the President's plan, the American Jobs Plan seeks to provide an additional \$621 billion in transportation spending, including:

- \$115 billion for bridges, highways, roads, and local streets, including funding set-asides for economically significant projects and "vision zero" plans to improve safety for bicyclists and pedestrians;
- \$85 billion to help modernize and expand transit systems;
- \$80 billion for passenger and freight rail;



- \$174 billion in grants and tax incentives for electric vehicles, including funding to convert school and transit buses to zero-emission technology;
- \$25 billion for airports, including a new program to support multimodal airport terminal investments;
- \$20 billion for a new grant program to reconnect neighborhoods cut off by transportation investments and otherwise advance racial equity goals;
- \$50 billion to make infrastructure more resilient, largely through housing and disaster mitigation funding programs.

There are still many unknowns about American Jobs Plan, such as how much funding will be dedicated for each of the specified uses, whether funding will be prioritized for state of good repair or capital expansion projects, and what statutory conditions will apply to the funding. Perhaps one of the largest unknowns is how this proposal will impact surface transportation programs funded out of the Highway Trust Fund (HTF), which are set to expire on September 30, 2021. The President emphasized the need to address policy goals, such as equity, climate change, and workforce development with these new investments. Notably, the President emphasized the benefits of collective bargaining, prevailing wage requirements, Buy America policies, and carbon reduction. The scope of these policy goals, particularly their applicability to surface transportation programs, will not be discernible until Congress drafts legislative text.

Most of the funding within the American Jobs Plan would benefit infrastructure priorities outside the realm of traditional surface transportation programs. An overview this funding is as follows:

- \$480 billion for research and development for supply chain and manufacturing capabilities;
- \$400 billion for home- and community-based healthcare;
- \$378 billion for housing, schools, and commercial and federal buildings;
- \$311 billion for drinking water, electric grid, and broadband infrastructure;
- \$100 billion for workforce development.

The approximately \$2.3 trillion in new investments would be offset by changes to the corporate tax code. The President is calling for Congress to increase the current corporate tax rate from 21 percent to 28 percent, although there is some concern about the broader economic impacts of this revenue mechanism. Specifically, Congressional Republicans expressed concern with using tax increases unrelated to infrastructure to pay for such an enormous investment, especially since the funding is not targeted at core transportation programs.

In conjunction with the release of the American Rescue Plan, the President announced that, in a few weeks, a second proposal will be unveiled, which he called the American Families Plan. While details are not yet available, reports

indicate that the next proposal will invest in social programs and address other workforce issues.

The details of both proposals will be worked out as Congress drafts and begins to consider legislation through the many committees of jurisdiction that would be involved in considering the President's wide-ranging proposals. Orange County Transportation Authority (OCTA) staff is closely monitoring these proposals and will provide updates as legislative text is introduced.

#### Community Project Funding: The Potential Return of Earmarks

U.S. House of Representatives (House) Appropriations Committee Chair Rosa DeLauro (D-CT) announced that the House's funding bills will consider requests to direct funding to specific projects, funding which historically was known as earmarks. The new iteration of this practice is being called Community Project Funding. House leaders also announced transparency measures in hopes of avoiding the types of ethical issues that caused Congress to abandon earmarked funding over a decade ago. These measures include publishing requests online, certifications that there are no conflicts of interest, a ban on for-profit recipients, an overall funding cap on Community Project Funding, and a limit of ten project requests from each Member of Congress across all 12 annual funding bills.

House leaders put out additional guidance on project-specific funding in appropriations bills, although many questions remain. Perhaps most notably, there has been no clarity on the programs the House will use to fund particular projects. Through conversations with the Orange County Congressional delegation, the consensus is that the annual funding bills will likely not provide significant funding for any individual project, with a maximum of one or two million dollars for any one project. The expectation is that Community Project Funding should be obligated very quickly, within the next year. Some, not all, members of the delegation set up online request portals, although the deadlines have shifted as House leaders have explored the details of how Community Project Funding will work across each of the 12 appropriations subcommittees.

In addition to the appropriations process, the House Transportation and Infrastructure Committee Chair Peter A. DeFazio (D-OR) announced that he would similarly accept project-specific requests in drafting a surface transportation authorization bill. Similar to appropriators, Chair DeFazio also detailed additional transparency measures, such as requiring information about project funding, if the project is in relevant planning documents, and if environmental approvals have been obtained. Per discussions with delegation offices and stakeholders, one notable distinction between Community Project Funding in appropriations bills and in a potential reauthorization bill is that the funding earmarked by authorizers might be larger, rumored to be as much as

\$15 to \$20 million for an individual project. As of the writing of this staff report, the online submittal portal for requests in a potential surface transportation bill was just being posted online, so additional guidance on Community Project Funding in an authorizing bill, especially how these requests might differ from project requests in a funding bill, is expected in the coming weeks.

While the House has taken these steps, U.S. Senate (Senate) leaders have not made any commitments to including similar project funding requests in either appropriations or authorizing legislation. Although there is still some uncertainty, OCTA staff has tracked these developments closely and deliberated internally about what projects might be well-suited to receive this funding, should it be enacted. An initial list of unfunded transportation priorities in Orange County is included as Attachment A. This list represents a variety of options for delegation offices to request Community Project Funding for, and staff continues to refine requests based on ongoing conversations with delegation offices. As of the writing of this staff report, no project requests had been posted online by the Appropriations Committee, and there had not been any bill language introduced to further inform how House leaders might make use of project-specific funding. Staff will continue to closely monitor this funding and provide updates as developments arise.

### Transportation Hearings

On March 25, 2021, Transportation Secretary Pete Buttigieg testified in front of the House Transportation and Infrastructure Committee regarding the Administration's policy priorities. Secretary Buttigieg noted the urgency with which the new Administration would approach infrastructure, citing a once-in-a-generation opportunity to act on transformational mobility investments. Perhaps one of the most pressing issues raising throughout this hearing was the need to find a solution to the long-term structural revenue deficit facing the HTF. Members focused on the need for funding certainty to enact a surface transportation authorization bill this year since the current legislation expires later this year. In addition, there was significant discussion about the effect of declining gas tax revenues on long-term HTF solvency, particularly as electric vehicles become more widely adopted. Much of the discussion explored the need to examine some type of road user charge, although Secretary Buttigieg did not make any commitments to the Administration's thinking on a federal transportation funding future.

Another major theme was the need to address the current allocation of highway and transit funding. Notably, there were calls to increase the share of transit funding coming from the HTF. Secretary Buttigieg has expressed the Administration's commitment to equity, and at the hearing, there were many questions about the effects of highway projects on low-income and minority communities, often alongside calls for additional transit funding to rectify the

issue. In addition, there were calls for additional investments for rail, complete streets projects, and zero-emission vehicle technology to further the Administration's diverse policy goals. Specific policy solutions were not explored in detail, and Secretary Buttigieg did not commit to any policies that might drastically change the federal surface transportation landscape, although many of the topics might lend themselves to what could become fundamental policy shifts. Ranking Member Sam Graves (R-MO) stressed the need for transportation to remain a bipartisan policy issue, emphasizing that reauthorization legislation should remain focused on the core surface transportation programs. Members from the minority echoed this call throughout the hearing, reiterating the need for traditional surface transportation programs not to become an afterthought amongst the new Administration's policy goals. Representative Michelle Steel (R-CA) highlighted California's High-Speed Rail project. This topic was explored throughout the course of the hearing, although California's project was not explored in detail.

On March 17, 2021, the House Transportation and Infrastructure Committee held a hearing entitled "The Business Case for Climate Solutions." At the hearing, the eight witnesses from the private sector talked about what their companies are doing to address environmental issues and what role the federal government can play. The witnesses, notably from FedEx, testified that many private sector companies are already committed to exploring carbon neutral operations. One major theme was the need to invest in zero-emission technology as widely as possible, from passenger and heavy-duty vehicles to trains. In addition to an emphasis on the lack of funding available to develop and adopt this technology at scale, there was also significant discussion about the policy unknowns associated with refueling and operating amidst a constantly changing technological environment, including issues with zero-emission battery production. This discussion mostly focused on passenger vehicles, although there were some high-level comments about the range and availability of zero-emission buses. Another theme was a call to invest in mobility options that would facilitate additional throughput without adding highway lane miles, although programmatic recommendations were not explored in detail.

One of the primary concerns expressed during this hearing was the need to maintain American competitiveness in the face of new climate change policy solutions. Members in the minority emphasized that the United States is already doing more than many other developing nations, noting that some of the world's other large economies are not nearly as transparent in their efforts to reduce emissions. Over the course of the hearing, there was a discussion about a carbon tariff, a tax on goods imported from countries that are not as committed to fighting the effects of climate change, although there was significant concern raised with the broader economic effects of such a policy. This dynamic potentially pits the new Administration's climate goals against its current trade

policies, which staff will continue to monitor closely as legislative text is developed.

On March 25, 2021, the House Appropriations Subcommittee on Transportation, Housing, and Urban Development held a hearing entitled “Creating Equitable Communities Through Transportation and Housing.” The primary topic of discussion was identifying ways to coordinate transportation and housing funding and policy decision to improve economic outcomes in all types of communities across the country. The witnesses stopped short of prescribing specific solutions or recommending changes to transportation funding streams. However, the aspirational policy goals discussed in the hearing signal the potential for some degree of changes to federal transportation programs in annual funding bills. One theme of interest to OCTA was the focus on transit funding decisions that often disproportionately impact low-income, minority, and disabled riders. The witnesses discussed the need for adequate public input in transportation funding decisions, striking the right balance in linking housing and transportation priorities, and workforce development policies that advance racial and socioeconomic equity. Whereas more permanent changes to transportation would be the jurisdiction of the authorizing committee, OCTA staff will continue to monitor funding changes or opportunities to carry out these goals, such as new funding conditions on annual grant awards, and how such developments might impact OCTA.

On March 24, 2021, the Senate Commerce Committee held a hearing entitled, “Driving the Road to Recovery: Rebuilding America’s Transportation Infrastructure.” In a tonal shift from the House hearings detailed above, this hearing explored how the current policy environment creates challenges for project sponsors trying to deliver infrastructure improvements to improve the flow of goods and people. The witnesses spoke at length about how project sponsors are often required to piece together funding from various local, state, and federal sources, all of which often have unique funding requirements. Witnesses representing regional and local levels of government spoke at length about the need for additional flexibility in federal funding sources, noting the need for streamlined funding requirements across discretionary grant programs. Commerce Committee Chair Maria Cantwell (D-WA) and the witnesses also discussed issues with at-grade crossings, both in terms of safety and traffic delays. Senators and witnesses alike discussed the need to explore ways to fund these and other freight investments.

***Summary***

An update is provided on the President's infrastructure plan and the potential return of earmarks in Congress. Various transportation hearings are summarized to indicate the policy decisions taking place in Washington, D.C.

***Attachments***

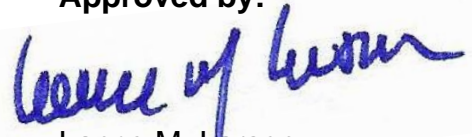
- A. OCTA Project Funding Needs
- B. Potomac Partners DC, Monthly Legislative Report – March 2021

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## Project Funding Needs

Project	Cost	Jobs Created	Environmental Approval
<b>Bus Transit</b>			
Bus Operations <sup>1</sup>	\$135 million	N/A	N/A
Bus Replacement – Zero Emission <sup>2</sup>	\$1,060 million	N/A	N/A
Next Generation Integrated Fare System	\$20 million	N/A	Expected 2021
Technology/Traffic Signal Upgrades	\$50 million	650	Expected 2021
Transit Security and Operations Center	\$33 million	429	✓
Zero-Emission Vanpools <sup>3</sup>	\$4 million	N/A	N/A
<b>Rail Transit</b>			
Commuter Rail Operations <sup>4</sup>	\$29 million	N/A	N/A
Irvine Station Improvements	\$49 million	637	Expected 2021
Orange County Maintenance Facility	\$70 million	914	Expected 2021
Serra Siding Extension	\$15 million	195	Expected 2021

Project	Cost	Jobs Created	Environmental Approval
<b>Active Transportation</b>			
OC Loop	\$105 million	1,365	Select Segments
Orange County Regional Bikeways	\$1,000 million	13,000	Select Segments
<b>Highways</b>			
I-5 (Pico to San Diego Line)	\$205 million	2,665	Expected 2023
Interstate 5 (I-5) (Yale-State Route 55) Segment 2	\$201 million	2,507	✓
Interstate 605/Katella Avenue Interchange	\$30 million	279	✓
State Route (SR) 55 (I-5 to SR-91)	\$127 million	1,341	✓
SR-57 (Orangewood to Katella)	\$72 million	936	✓
SR-74 Improvements	\$75 million	749	✓
SR-91 (Lakeview to La Palma)	\$251 million	3,263	✓
SR 241 / SR-91 Interchange	\$250 million	3,250	✓

1. Annual OC Bus fixed route operations.
2. Complete conversion of OCTA's fleet to zero emission buses
3. Estimated cost of three-year vanpool lease.
4. Based on OCTA and SCRRRA Annual Operating Agreement.





## Monthly Legislative Report – March 2021

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### **March Advocacy Meeting Summary**

**Congressman Alan Lowenthal (D-CA)** – We facilitated a meeting with Congressman Lowenthal to discuss OCTA's current projects, funding requests, and the Community Project Funding process. Additionally, we have been in close contact with the Congressman's senior staff to discuss FY22 programmatic and language requests, surface transportation reauthorization requests, and the outlook for a broader infrastructure package.

**Congressman Lou Correa (D-CA)** – We facilitated a meeting with Congressman Correa and his senior staff this month to discuss current OCTA projects and their funding needs, and to provide an update on the implementation of federal COVID-19 relief. We discussed current ridership levels and federal support to help boost rider confidence in safe public transit. We have also been in very close contact with his staff to discuss the timeline for FY22 appropriations requests, Community Project Funding requests, and surface transportation reauthorization requests. We are in the process of preparing requests now.

**Congresswoman Katie Porter (D-CA)** – We facilitated a meeting with Congresswoman Porter and her senior staff to discuss OCTA projects and funding needs. We discussed support for funding to purchase new zero emission buses and new opportunities in the upcoming surface transportation reauthorization, or broader infrastructure package. We also stayed in close contact regarding FY22 programmatic and language appropriations requests.

**Congressman Mike Levin (D-CA)** – We have been in close contact with Congressman Levin's office to facilitate a meeting for early April. We have also been discussing FY22 appropriations request procedures, the implementation of the American Rescue Plan Act, and the outlook for a broader infrastructure package later this year.

**Congresswoman Young Kim (R-CA)** – We have been in communication with Congresswoman Kim's senior staff to discuss FY22 appropriations and deadlines for requests. We secured a support letter from Congresswoman Kim for OCTA's SR-91 INFRA grant application. We have also been in contact regarding the surface transportation reauthorization and the process for submitting requests to the House Transportation and Infrastructure Committee.

**Congresswoman Michelle Steel (R-CA)** – We have been in communication with Congresswoman Steel's senior staff to discuss the surface transportation reauthorization process.

**Senator Alex Padilla (D-CA)** – We facilitated a meeting this month with Senator Padilla’s transportation staff to discuss the timeline for a Senate surface transportation reauthorization bill and testimony opportunities for OCTA. We also discussed OCTA’s ongoing and planned projects, their funding needs, and the implementation of COVID-19 relief. We also discussed OCTA’s TIFIA refinancing and upcoming Senate EPW hearings on VMT, disadvantaged communities, and infrastructural barriers between communities.

**Congressman Pete Aguilar (D-CA)** – We met with Congressman Aguilar and his staff this month to discuss FY22 appropriations request procedures and the Appropriations Committee selection process. We also discussed the process for Community Project Funding, including timelines and best approach.

**House Appropriations: Transportation, Housing and Urban Development** – We continue to be in close contact with professional staff in the Majority and Minority regarding FY22 appropriations, and the process for submitting funding and language requests at the committee level. We discussed how the Committee will treat regional projects, or projects that have support from more than one Member.

**House Transportation and Infrastructure Committee** – We have been in communication with Chairman DeFazio and his senior staff to discuss the upcoming surface transportation authorization process. We discussed the implementation of the American Rescue Plan Act (ARPA) and the outlook for a broader infrastructure package. We also had conversations with minority staff, who indicated that the Committee may be looking at limiting surface transportation reauthorization requests to \$15-20 million per congressional district.

**Senate Banking, Housing, and Urban Affairs Committee** – We met with professional staff (Majority and Minority) this month to provide an update on OCTA projects and to discuss progress on the drafting of a surface transportation reauthorization. We also discussed opportunities for submitting project authorization and funding requests. We anticipate the potential deadline for those requests to be mid-late April.

**Senate Commerce, Science, and Transportation Committee** – We have been in communication with professional staff on the Senate Commerce Committee to discuss the surface transportation reauthorization, and to provide an update on OCTA’s project needs.

### **Biden Infrastructure Proposal – American Jobs Plan**

On March 31<sup>st</sup>, President Biden announced a \$2.25 trillion proposal for infrastructure, housing, and other programs aimed at producing jobs called the “American Jobs Plan. The proposal asks Congress to provide roughly:

- \$571 billion in infrastructure spending
  - \$115 billion to modernize bridges, highways, roads and main streets in critical need of repair

- \$20 billion to improve road safety
- \$85 billion for Transit
- \$80 billion for Amtrak's repair backlog
- \$175 billion for investments in domestic Electric Vehicle companies and grants/tax credits for electric vehicle charging station construction
- \$25 billion for airports
- \$17 billion for inland waterways
- \$20 billion for a new program to reconnect neighborhoods and improve racial equity
- \$50 billion in dedicated investments to improve infrastructure resiliency
- Investments in protection against wildfires, sea level rise, and other climate change effects
- \$111 billion for Clean, Safe, Drinking water
  - \$45 billion for the EPA's Drinking Water State Revolving Fund and WIIN Grants
  - \$56 billion in grants and loans to states, tribes, territories, and disadvantaged communities
  - \$10 billion to monitor and remediate PFAS in drinking water
- \$400 billion to help care for the aging and those with disabilities
- \$300 billion to boost the manufacturing industry
- \$213 billion on retrofitting and building affordable housing
- \$100 billion to expand broadband access
- \$100 billion to build a more resilient electrical grid
- \$100 billion for new public schools
  - \$50 billion in direct grants
  - \$50 billion in leveraged bonds
- \$25 billion to upgrade childcare facilities
- Would raise the corporate tax rate from 21% to 28% and seek to capture additional corporate tax revenue by taxing offshore tax havens

### **Community Project Funding (Earmarks)**

The House Republican Conference held a closed-door vote this month to approve a resolution to change conference rules and lift their self-imposed ban on congressionally directed spending, or earmarks. The resolution was approved by a secret ballot vote of 102-84, and while House Republicans will now be able to participate in requesting funding for community projects, it remains unclear which members of the conference will choose to do so and whether, as some have indicated, they will choose to only submit requests for certain projects.

The Senate Republican Caucus has yet to signal their participation in congressionally directed spending. Senate Appropriations Committee Ranking Member Richard Shelby (R-AL) has indicated he would support earmarks if proper oversight measures are included, and Senate Appropriations Chairman Patrick Leahy (D-VT) indicated he would be open to evenly splitting community project spending in the Senate spending bills

between the parties. Senate Republicans could move to adopt a similar conference rule reversing their earmark ban or allow individual Senators to participate. Nevertheless, there is still significant opposition to a return to earmarks (in any fashion) within the caucus.

The House Appropriations Committee also released new guidance and deadlines for submitting Community Project Funding requests. It is worth noting that not all line items or accounts will be eligible for Community Project Funding. As outlined in the following guidance for each subcommittee, most eligible accounts are existing competitive grant programs (e.g., Pre-Disaster Mitigation Grants). A quick summary of key facts, followed by House Appropriations Committee guidance is included below:

- Total Community Project Funding will not exceed 1% of topline discretionary spending, which is approximately \$13 billion based on previously-enacted funding levels.
- Total number of requests is capped at 10 requests per Member.
- Requests will be handled by Appropriations Committee leaders (Chair & Ranking Member), in other words:
  - Chairwoman DeLauro (D-CT) will handle all House Democratic requests
  - Ranking Member Granger (R-TX) will handle all Republican requests
- Member Priorities for Evaluating Requests
  - How does this benefit my district?
  - How does this benefit my region?
  - Is this good policy for the Country?
  - Due to limited funding availability, Members are seeking projects not exceeding \$1-2 million.
- Eligible Requests/Projects - Local Transportation Priorities
  - Projects Eligible under 23 USC 133(b)
  - Capital projects or project-specific planning/design for a capital project.
  - Supported by the state or local government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
  - Administered by public entities.
  - Administrative activities are not eligible.
  - Can the project obligate all appropriated funds 12 months after enactment?
- Senate Republicans TBD
  - Some Republicans in favor, but many (if not most) are staunchly opposed to participating in earmarks.

## **House Appropriations Community Project Funding Guidance**

### **Transportation, and Housing and Urban Development, and Related Agencies**

- [Dear Colleague](#)
- [Community Project Funding Request Guidance](#)
- [Guidance for Local Transportation Priorities](#)
- [Guidance for Airport Improvement Program](#)
- [Guidance for Economic Development Initiative](#)
- Deadline Extended: April 30, 2021

Additional House Appropriations Committee Guidance can be found [HERE](#).

### **American Rescue Plan & Budget Reconciliation**

On Saturday, March 6<sup>th</sup>, the Senate passed a revised version of H.R. 1319 – American Rescue Plan Act (ARPA). As required by the Senate rules for budget reconciliation bills, Senators endured a 20+ hour session that lasted through Friday night and into the afternoon on Saturday. The list of 8 approved amendments can be found [HERE](#). The President signed *ARPA* into law on March 11<sup>th</sup>.

Senate Parliamentarian Elizabeth McDonough had previously ruled that the provision in the House bill raising the federal minimum wage from \$7.25 to \$15/hour by 2025 violated the “Byrd Rule” as its effect on the federal budget is “merely coincidental” to the underlying intent. As a consequence, prior to passage Senate Democrats removed that provision and decided not to pursue incentivizing the wage increase through punitive taxes on larger companies that failed to pay employees at least \$15/hour. Two transportation projects in the San Francisco Bay Area and upstate New York, and provisions to provide funding to shore up failing union pension plans and to provide healthcare subsidies for unemployed workers were ruled to be in violation of the “Byrd Rule” and also not included.

Schumer’s amendment restored the \$10 billion that the Senate bill had originally redirected from the Local Coronavirus Fiscal Recovery Fund, bringing the direct local government relief account back to \$130.2 billion (\$65.1 billion for counties distributed based on population; \$45.57 billion based on a CDBG formula; and \$19.53 billion for non-entitlement cities distributed through the state).

The funds are being distributed in two different tranches, with the first available within 60 days of the bill’s enactment and equal to 50 percent of the total allocation. The second tranche will be available one year after receipt of the first. The final bill also included the below list of eligible uses of the Recovery Fund dollars. The US Treasury will be tasked with developing guidance with more specific details/parameters, based on this list of requirements:

- A. To respond to the public health emergency with respect to the COVID-19 or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality

- B. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers of the metropolitan city, nonentitlement unit of local government, or county that perform essential work, or by providing grants to eligible employers that have eligible workers who perform essential work
- C. For the provision of government services to the extent of the reduction in revenue of such metropolitan city, nonentitlement unit of local government, or county due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year of the metropolitan city, nonentitlement unit of local government, or county prior to the emergency
- D. To make necessary investments in water, sewer, or broadband infrastructure

Additional amendments adopted by the Senate include the following changes to the House-passed bill:

- Reduce the weekly federal unemployment insurance benefit (UI) to \$300/week (rather than \$400 per week) but extend the benefit through September 6, 2021 (rather than August 29, 2021).
- Reallocate less than one percent of the Elementary and Secondary School Emergency Relief (ESSER) Fund (\$800 million) for homeless children.
- Require elementary and secondary schools that receive federal coronavirus funding to release plans for “safe return to in-person instruction” within 30 days of receiving funds.
- Delay implementation of a provision in the bill to overhaul the Department of Education’s “90-10 rule” until October 1<sup>st</sup> and delay financial penalties for noncompliance until 2024.
- Exempt any amount of student loans that are forgiven from federal taxes for five years should student debt be canceled.

The enacted bill also includes the following key provisions of interest:

- **Direct payments** of \$1,400 per adult (\$2,800 for joint filers) and \$1,400 per eligible dependent. Payments phase out for individuals with an adjusted gross income between \$75,000 – \$80,000, or \$150,000 – \$160,000 for married couple filing jointly.
- \$30 billion for **Transit Agencies** to assist with operating costs, payroll, and the purchase of PPE.

- \$3 billion for the **Economic Development Administration (EDA)** to provide Economic Adjustment Assistance (EAA) grants to prevent, prepare for, and respond to economic distress caused by the pandemic. \$750 million is reserved for states and communities that have suffered significant economic impacts as a result of the pandemic's hit on tourism, travel, and outdoor recreation.
- Extends the availability of the **Families First Coronavirus Response Act (FFCRA)** paid sick time and paid family leave tax credits through September 30, 2021 for employers who voluntarily provide that paid leave benefit. Additionally, the bill extends access to the tax credits (meant to offset the cost of providing paid time off) to state and local governments.

### **DOT Announces \$30.5 Billion in Federal Funding for Public Transportation**

On Monday, March 29<sup>th</sup>, the Department of Transportation announced \$30.5 billion in funding through the Federal Transit Administration (FTA). This funding was provided in the American Rescue Plan Act (ARPA) for grant programs, Urbanized Area Apportionments, Rural Transit Assistance, and other programs. A full list of apportionments can be found [HERE](#).

The Los Angeles-Long Beach-Anaheim, CA Urbanized Area will receive \$1.645 billion under Sec. 5307 apportionments found [HERE](#)

### **Disaster Response & Mitigation Legislation**

The House Transportation & Infrastructure Committee held a markup session this week in which the panel advanced several bipartisan bills related to disaster response and mitigation and infrastructure, many of which had been previously introduced, and in several cases approved, by the House in the 116<sup>th</sup> Congress but never considered in the Senate. For your reference, we have highlighted several of the bills included in this week's markup that could be of interest (additional information is available from the Committee [HERE](#)):

- **Hazard Eligibility and Local Projects (HELP) Act (H.R. 1917)**  
Eliminates unnecessary bureaucratic delays to beginning recovery projects by allowing certain eligible disaster mitigation projects to begin without the risk of losing potential federal funds, reforming the one-size-fits-all approach to reviewing projects that frequently delays disaster mitigation work.
- **Preventing Disaster Revictimization Act (H.R. 593)**  
Requires FEMA to waive the debt of disaster relief recipients in cases where the agency later determined it mistakenly granted assistance, but no fraud was committed, and requires FEMA to report to Congress the number of mistakes it makes in individual assistance award determinations.



- **Increased Federal Disaster Cost Share Act of 2021 (H.R. 1951)**  
Increases the Federal cost share from 75 to 90 percent for any federally declared disasters in 2020.
- **Federal Disaster Assistance Coordination Act (H.R. 2016)**  
Amends the Disaster Recovery Reform Act of 2018 (DRRA) to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments.
- **Local Water Protection Act (H.R. 2008)**  
Reauthorizes an Environmental Protection Agency (EPA) grant program at \$200 million annually to provide funds for states to develop and implement programs for managing nonpoint source water pollution, or pollution from diffuse sources including runoff from farms, managed forests and urban areas.
- **Expedited Delivery of Airport Infrastructure Act of 2021 (H.R. 1615)**  
Enables the use of Airport Improvement Program (AIP) funds to incentivize the early completion of critical runway and airport projects.

### **DOT Secretary Outlines Administration's Priorities Before House Transportation & Infrastructure Committee**

On March 25<sup>th</sup>, the House Transportation and Infrastructure Committee held a hearing entitled “*The Administration's Priorities for Transportation Infrastructure*”. During this hearing, Committee Members discussed local projects and priorities, and the Biden Administration's priorities during DOT Secretary Pete Buttigieg's first appearance before the committee. Most Members discussed a desire to work in a bipartisan fashion to pass the next Surfaced Transportation Reauthorization, and a broader infrastructure package if introduced. Several Members, including Congressman Lowenthal (D-CA) discussed support for the Low-No Emissions program (5339c) and increased investments in the program. Secretary Buttigieg highlighted his support for the program and for reducing emissions while supporting locally preferred projects.

Congresswoman Napolitano asked the Secretary to consider investments in electric vehicle charging stations at interstate rest stops, and investments in transit worker safety. She specifically asked for investment in bus driver safety shields that separate drivers from passengers. Congresswoman Steel spoke in opposition to the California High Speed Rail Project's federal funding. Secretary Buttigieg expressed support for High-Speed Rail, and commended California for being the first to pursue high speed rail . He also said that he is an optimist when it comes to implementing quality high speed rail at reasonable project delivery costs.

The full hearing can be viewed [HERE](#).





## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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

**Subject:** Sole Source Agreement for Transmission Dynamometer Upgrade

### Transit Committee Meeting of April 8, 2021

**Present:** Directors Chaffee, Do, Jones, Sarmiento, Shaw, and Sidhu  
**Absent:** None

### **Committee Vote**

Following the roll call vote, this item was declared passed 6-0 by the Members present.

### **Committee Recommendation**

Authorize the Chief Executive Officer to negotiate and execute sole source Purchase Order No. A46961 between the Orange County Transportation Authority and Power Test, Inc., in the amount of \$68,540, for the upgrade of the current transmission dynamometer control panel.



***April 8, 2021***

**To:** Transit Committee

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

**Subject:** Sole Source Agreement for Transmission Dynamometer Upgrade

### ***Overview***

The Orange County Transportation Authority utilizes a fleet of 498 compressed natural gas-powered 40-foot and 60-foot buses equipped with Allison transmissions. These units require a periodic rebuild performed by the Maintenance Department. A transmission dynamometer is used to test these transmissions after rebuilding to ensure they are operating within the manufacturer's specifications. The current dynamometer was last updated over ten years ago and lacks the technology to test the newer transmissions in the fleet. Staff is requesting Board of Directors' approval to initiate a sole source agreement to upgrade the current transmission dynamometer.

### ***Recommendation***

Authorize the Chief Executive Officer to negotiate and execute sole source Purchase Order No. A46961 between the Orange County Transportation Authority and Power Test, Inc., in the amount of \$68,540, for the upgrade of the current transmission dynamometer control panel.

### ***Discussion***

The transmission is a major component of the buses' drivetrain and requires periodic rebuilding. A standard transmission rebuild replaces normal wear to components and brings the transmission back to the manufacturer's operating specifications. Performing this work in-house produces a more economical and reliable end product. Testing the rebuilt transmissions on a dynamometer ensures that the rebuild was done correctly and that the transmissions will perform as designed once installed in a bus. The current dynamometer's control panel and related software is obsolete and is no longer capable of testing the transmissions used in the newer buses.

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***Procurement Approach***

This procurement was handled in accordance with The Orange County Transportation Authority (OCTA) Board of Directors' (Board)-approved policies and procedures for a sole source procurement.

Power Test Inc. (Power Test) is the sole developer and proprietor of the control panel for the Hicklin Transmission Dynamometer and is the only contractor who can perform the services and supply equipment required to ensure the successful completion of the transmission dynamometer upgrade. Therefore, this procurement meets the guidelines for a sole source procurement, as the product is available from only one responsible source and no other supplier can meet the requirements.

Power Test's quote was reviewed by staff from Contracts Administration and Materials Management and Maintenance Specialty Shop Administration departments to ensure compliance with the contract's terms and conditions, as well as the technical requirements.

In accordance with OCTA's procurement policies and procedures for a sole source procurement, a sole source agreement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of the vendor's proposed pricing. Internal Audit's review found that pricing provided by Power Test to OCTA was comparable to other government agency pricing. Therefore, pricing is deemed fair and reasonable.

***Summary***

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A46961 between the Orange County Transportation Authority and Power Test, Inc., in the amount of \$68,540 for the upgrade of the current transmission dynamometer control panel.

***Attachment***

None.

**Prepared by:**

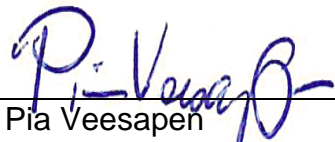


Dayle Withers  
Department Manager,  
Maintenance Administration  
714-560-5538

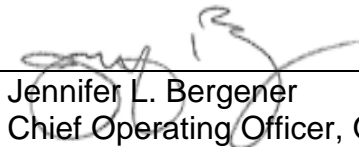
**Approved by:**



Cliff Thorne  
Director, Maintenance and Motorist  
Services  
714-560-5975



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




Jennifer L. Bergener  
Chief Operating Officer, Operations/  
Deputy Chief Executive Officer  
714-560-5462



## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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

**Subject:** Amendment to Agreement for Public Outreach Services for the OC Streetcar Project

Legislative and Communications Committee Meeting of April 15, 2021

**Present:** Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

**Absent:** None

**Committee Vote**

Following the roll call vote, this item was declared passed 7-0 by the Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz & Associates, Inc., to exercise the one-year option term for continued public outreach services in the amount of \$465,634. This will increase the maximum obligation of the agreement to a total contract value of \$1,790,102.



***April 15, 2021***

**To:** Legislative and Communications Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Amendment to Agreement for Public Outreach Services for the OC Streetcar Project

***Overview***

On April 24, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with Katz & Associates, Inc., to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project for a four-year initial term with one, one-year option term. Board of Directors' approval is requested to exercise the option term effective June 1, 2021 through May 31, 2022.

***Recommendation***

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 between the Orange County Transportation Authority and Katz & Associates, Inc., to exercise the one-year option term for continued public outreach services in the amount of \$465,634. This will increase the maximum obligation of the agreement to a total contract value of \$1,790,102.

***Background***

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar system running between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) 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 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project line 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, bridges, and a maintenance and storage facility (MSF).

In 2017, OCTA entered into a contract with Katz & Associates, Inc. (Katz) to develop and implement a public communications and community outreach plan for the Project through the pre-construction and construction phases. Katz has successfully implemented the public awareness program for the Project. Tasks have included stakeholder ascertainment, constituent correspondence, social media, digital communications, construction safety messaging, coordinating in-person/virtual presentations and meetings, pop-up events, developing and distributing multilingual collateral, attending construction meetings, and helping establish OCTA as a reliable and accurate source of Project-related information. Katz has also established positive working relationships with key community stakeholders and members of the Project team, including OCTA Public Outreach, the cities of Santa Ana and Garden Grove, the construction management firm, and the contractor.

### ***Discussion***

This is the first modern streetcar to be constructed in Orange County. The nature of OCS outreach is complex and specialized because of the diversity of the project corridor, the proximity to downtown businesses and neighborhoods as well as the current challenges associated with the coronavirus. The multifaceted program serves a comprehensive set of stakeholders, including businesses, residents, student populations, and diverse and disadvantaged communities, and encourages meaningful involvement of all people regardless of ethnicity or socioeconomic background.

Due to delays associated with the start of construction, as well as a significant number of Project challenges such as the number and nature of utility conflicts, contaminated and hazardous soil, and unforeseen conditions that have extended the construction duration, a contract amendment is needed to exercise the option term for an additional 12 months to continue existing successful communications with the motorists, residents, businesses, and surrounding communities. Additionally, late notice construction schedule changes require the outreach team to frequently duplicate noticing efforts via additional canvassing, digital communications and phone calls, incurring added cost.

Exercising the option term will allow Katz to continue providing outreach support for upcoming Project activities including completing track installation, station platform construction, electrification of OCS, vehicle delivery and system testing,

and civil work. Ongoing outreach needs include developing weekly electronic newsletters and social media calendars, developing and canvassing multilingual construction flyers, updating the interactive project map, attending weekly construction meetings, responding to inquiries from the public, translating collateral, and in-person/virtual meeting and event planning.

To maintain Project progression while the cost and schedule is confirmed by the Federal Transit Administration (FTA), supplemental contingency funding was approved by the Board of Directors (Board) on March 22, 2021. Professional services, including an extended performance period for public outreach services, was included in this funding.

Upon completion of FTA's review, staff will return to the Board for a recommendation on the overall Project cost to complete and schedule. Staff will also return to the Board in late 2021 to procure a new public outreach contract for the remainder of the Project.

### ***Procurement Approach***

The procurement was handled in accordance with OCTA's Board-approved procedures for professional services that conform to both federal and state laws. The original agreement was awarded on a competitive basis and includes a four-year initial term for \$1,151,712 and one, one-year option term. The initial term of the agreement expires on May 31, 2021 and was amended as shown in Attachment A.

The proposed Amendment No. 7 is to exercise the option term of the agreement through May 31, 2022. The budget for this amendment is \$465,634, based on the firm's hourly rates and current usage for public outreach services, bringing the total contract value to \$1,790,102. An annual hourly rate escalation was negotiated in the original contract. However, staff from the Contracts Administration and Materials Management Department was able to negotiate with Katz to hold its initial term rates for the option term resulting in an approximate cost savings of \$12,290. Exercising the option term will allow Katz to continue providing public outreach and communications support for the Project through May 31, 2022.

### **Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2020-21 Budget, External Affairs, Account No. 0017-7519-TS010-Z84.



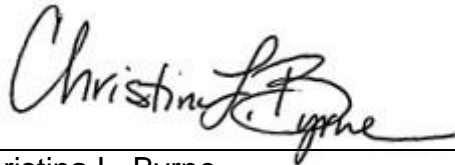
***Summary***

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1526 with Katz & Associates, Inc., to exercise the one-year option term, in the amount of \$465,634, for a total contract value of \$1,790,102, for continued public outreach services for the OC Streetcar project.

***Attachment***

- A. Katz & Associates, Inc., Agreement No. C-6-1526, Fact Sheet

**Prepared by:**



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Christina L. Byrne  
Public Outreach, Department Manager,  
External Affairs  
(714) 560-5717

**Approved by:**



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Maggie McJilton  
Interim Executive Director,  
External Affairs  
(714) 560-5824



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

**Katz & Associates, Inc.  
Agreement No. C-6-1526  
Fact Sheet**

1. April 24, 2017, Agreement No. C-6-1526, \$1,151,712, approved by the Board of Directors (Board).
  - Agreement to provide public outreach services for the pre-construction and construction phases of the OC Streetcar project.
  - Initial term effective May 23, 2017 through May 31, 2021, with one, one-year option term.
2. April 13, 2018, Amendment No. 1, Agreement No. C-6-1526, \$0, approved by Contracts Administration and Materials Management (CAMM).
  - Revised key personnel and added subcontractors.
3. May 1, 2018, Amendment No. 2, Agreement No. C-6-1526, \$0, approved by CAMM.
  - Revised key personnel and point of contact, as well as added subcontractor.
4. January 21, 2019, Amendment No. 3, Agreement No. C-6-1526, \$0, approved by CAMM.
  - Revised key personnel and replaced subcontractor.
5. November 7, 2019, Amendment No. 4, Agreement No. C-6-1526, \$0, approved by CAMM.
  - Revised key personnel and price summary sheet.
6. December 15, 2020, Amendment No. 5, Agreement No. C-6-1526, \$172,756, approved by CAMM.
  - Increased contract amount to continue public outreach efforts.
7. March 22, 2021, Amendment No. 6, Agreement No. C-6-1526, \$0, approved by CAMM.
  - Added subcontractor.

8. April 26, 2021, Amendment No. 7, Agreement No. C-6-1526, \$465,634, pending approval by Board.
  - Exercise the option term of the agreement effective June 1, 2021 through May 31, 2022.

Total committed to Katz & Associates, Inc., under Agreement No. C-6-1526: \$1,790,102.



## COMMITTEE TRANSMITTAL

**April 26, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** Fiscal Year 2020-21 Proposed Comprehensive Business Plan

Finance and Administration Committee Meeting of April 14, 2021

**Present:** Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller  
**Absent:** None

**Committee Vote**

Following the roll call vote, this item was declared passed 6-0 by the Members present.

Director Muller was not present to vote on this item.

**Committee Recommendation**

Approve the Fiscal Year 2020-21 Proposed Comprehensive Business Plan.



***April 14, 2021***

**To:** Finance and Administration Committee

*For*

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

**Subject:** Fiscal Year 2020-21 Proposed Comprehensive Business Plan

### ***Overview***

The Orange County Transportation Authority's Comprehensive Business Plan is a strategic business tool utilized to ensure the financial viability of Orange County Transportation Authority programs and services. The plan assists the Orange County Transportation Authority in implementing its strategic goals and objectives within the framework of sound business practices and demonstrates the financial feasibility of all programs and services over a 20-year horizon.

### ***Recommendation***

Approve the Fiscal Year 2020-21 Proposed Comprehensive Business Plan.

### ***Background***

The Comprehensive Business Plan (CBP) is updated annually as part of Orange County Transportation Authority's (OCTA) annual financial calendar to ensure the financial feasibility of OCTA's programs and services. The foundation of the CBP rests upon Board of Directors' (Board) direction and the input provided from each division within OCTA. Prior Board action coupled with divisional input are the basis for operating, capital, and revenue assumptions. Input from the divisions is also utilized to formulate program direction and revenue and expenditure assumptions for each project and/or program. These assumptions are then analyzed over the long term based on a variety of economic assumptions.

Though the CBP lays the foundation for future financial planning and demonstrates the financial feasibility of programs and services over a 20-year horizon, it does not authorize staff to enter into any contracts nor does it appropriate any funds. Decisions stemming from discussions related to specific programs and projects or associated funding appropriations are subject to future

Board approval through the annual budget process or through specific Board action.

Although the CBP is updated internally every year to establish internal budget targets and ensure the financial feasibility of OCTA's programs and services, it is typically presented to the Board every other year for adoption.

### ***Discussion***

Since Board approval of the fiscal year (FY) 2018-19 CBP, OCTA has faced unprecedented circumstances with the onset of the coronavirus (COVID-19) pandemic. COVID-19 has unexpectedly altered the trajectory of the economy and has led to significant impacts to funding sources that support OCTA's programs and services. Sales tax and fare revenue are among the most substantially impacted revenue sources, both in the immediate FY and beyond. Tight budget controls, conservative long-range planning measures, as well as federal supplemental funding, have ensured the FY 2020-21 CBP is fiscally responsible and that OCTA's core goals and objectives can be met over a 20-year horizon.

The CBP is divided into six programs as follows: Bus Program, Rail Program, Measure M2 (M2), 91 Express Lanes, Motorist Services, and Non-Program Specific Projects. Key revenue and expense assumptions, as well as risk factors for each program are outlined below:

#### **Bus Program**

Based on current revenue and expenditure assumptions, the Bus Program remains sustainable over the next 20 years. The Bus Program has been significantly impacted by COVID-19 including large decreases in its primary revenue source, which is the Transportation Development Act (TDA) sales tax. TDA sales tax funds approximately half of the cost of bus operations. COVID-19 has also significantly impacted ridership and fare revenue, which have currently reached only 50 percent of pre-COVID-19 levels. To help offset the significant decrease in revenue, OCTA has adjusted service levels to align with the current reduced demand and is utilizing the federal supplemental funding, which has been provided to offset the impacts of COVID-19. This funding has provided relief for the Bus Program and will enable OCTA to increase service in the future based on demand and public health considerations.

Key assumptions and ongoing risks for the Bus Program include:

#### Key Assumptions

- Increase service hours from the current level of 1.2 million hours up to 1.45 million hours based on demand and public health considerations
- Average long-term growth rate for TDA sales tax of 2.8 percent based on the Board-approved sales tax forecasting methodology
- Continued receipt of federal and state funding to support both operating and capital expenditures
- Boarding's to stabilize in FY 2022 and grow slowly over time
- Fare increases every ten years with the next scheduled in FY 2027, which would be 14 years from the prior fare increase in FY 2013
- Cost of paratransit service is managed with annual trip growth of 1.1 percent
- Useful life of large bus fleet of 18 years

#### Ongoing Primary Risks

- Softening of TDA sales tax growth could impact future service levels
- Uncertainty of ongoing ridership demand could impact fare revenue and service productivity
- Larger-than-anticipated growth in the cost to operate paratransit service would reduce funds available for fixed-route service
- Zero-emissions bus market does not mature, and the cost remains significantly higher than the current cost of a compressed natural gas bus
- Federal and state funding levels for transportation are impacted resulting in a decline in funding, which could impact service levels

#### Rail Program

Despite challenges from COVID-19, the Rail Program remains sustainable over the next 20 years. Revenue losses due to COVID-19 have been offset with federal supplemental funding and sustained lower service levels. Ongoing weekday service levels are anticipated to 41 weekday trains, which is a reduction from pre-pandemic levels of 51 weekday trains. Weekend trains are anticipated to remain at 16 over the 20-year horizon.

Key assumptions and ongoing risks for the Rail Program include:

#### Key Assumptions

- Sustain lower weekday service levels of 41 weekday trains, which is a reduction from pre-pandemic service levels of 51 weekday trains
- Maintain 16 weekend trains
- M2 sales tax remains the long-term funding source for operations
- Continued federal funding, which is primarily used for capital improvements
- Moderate annual growth in the Metrolink operating subsidy

#### Ongoing Primary Risks

- Softening of M2 sales tax growth could impact future service levels
- Uncertainty of ongoing ridership demand could impact fare revenue, service productivity, and the ongoing operating subsidy
- Federal funding levels for transportation are impacted resulting in a decline in funding, which could impact the capital program

#### M2 Program

COVID-19 has impacted M2 sales tax revenues with an updated sales tax forecast of \$11.6 billion over the life of the program. This represents a reduction of \$1.8 billion in sales tax revenue over pre-COVID-19 estimates. Despite the reduction in sales tax, there remains sufficient financial capacity within the program to continue to improve freeways, streets, and roads, as well as fund multiple transit programs throughout Orange County and meet the commitments made to the voters. Assumptions within the CBP for the M2 Program are consistent with the 2020 Next 10 Delivery Plan and Board action regarding project funding.

Key assumptions and ongoing risks for the M2 Program include:

#### Key Assumptions

- M2 Program sales tax of \$11.6 billion
- \$3.6 billion in external revenues to support projects
- One additional bond issuance of \$575 million in 2023
- Utilization of 91 Express Lanes excess revenue to fund two State Route 91 (SR-91) freeway projects
- Minimum cash balance of \$183 million through 2040
- Cash balance of \$82 million at the end of the program



- Economic uncertainty built into the freeway mode to help mitigate against future impacts to the program

#### Ongoing Primary Risks

- Softening of M2 sales tax growth would impact funding available for M2 projects
- Cost increases for capital projects
- State and federal priorities continue to shift, which could affect future external funding opportunities for the M2 Freeway Program

#### 91 Express Lanes

The 91 Express Lanes continues to meet the stated objectives of maximizing throughput in the corridor while meeting all financial commitments over the 20-year period. Though COVID-19 has impacted revenues, the 91 Express Lanes continue to meet its obligations and to generate excess toll revenue to support transit and freeway improvements along the 91 corridor. Future SR-91 corridor capital improvements are consistent with the Board-approved SR-91 Implementation Plan. Due to a decrease in toll revenue as a result of COVID-19, it is anticipated that the 91 Express Lanes will require a bond issuance of \$120 million to support the cost of two M2 freeway projects in the SR-91 corridor.

Key assumptions and ongoing risks for the 91 Express Lanes Program include:

#### Key Assumptions

- Average annual growth in toll revenue of 4.2 percent
- Debt used to acquire the express lanes to be repaid in FY 2031
- Utilization of 91 Express Lanes excess revenue and bond revenue to support two M2 freeway projects along the SR-91 corridor
- Future capital improvements along the corridor consistent with the SR-91 Implementation Plan

#### Ongoing Primary Risks

- Economic recession negatively impacting traffic volume
- Additional capacity added to the corridor negatively impacting traffic volume

### Motorist Services

The Motorist Services Program consists of the Service Authority for Freeway Emergencies (SAFE) Program. SAFE includes the Freeway Service Patrol (FSP), Freeway Call Box Program, and Southern California 511. These programs are funded from a variety of revenue sources including funds from the State Highway Account, vehicle registration fees, SB 1 (Chapter 5, Statutes of 2017), and the M2 Program. Based on current revenue and expenditure assumptions, it is anticipated that the Motorist Services Program will be sustainable over the 20-year horizon of the CBP. Potential risks primarily consist of any impacts to funding from the State Highway Account or SB 1. The impacts to the FSP Program could be mitigated by the contributions of the M2 Program, however using M2 Program funds to backfill funding would limit the ability to expand the FSP Program in the future.

### Non-Program Specific Projects

The majority of significant freeway, street and roads, and transit projects are funded primarily through the M2 Program. OCTA has also committed to a handful of projects not funded through the M2 Programs. These projects are generally funded through local, state, and federal sources and include the Vanpool and Rideshare Programs, Active Transportation Program, Bicycle and Pedestrian Facilities, and Bicycle Safety Program. The sustainability of these programs is subject to continued state and federal funding opportunities. OCTA will continue efforts to maximize the amount of state and federal funds received to support these programs into the future.

### ***Summary***

The CBP strives to provide the OCTA Board with an effective business planning tool for ensuring the financial feasibility of OCTA's programs and services. The FY 2020-21 Proposed CBP documents the financial feasibility of OCTA to deliver its programs and services as promised to the public over a 20-year horizon.

***Attachment***

A. Proposed Comprehensive Business Plan Fiscal Year 2020-21

**Prepared by:**



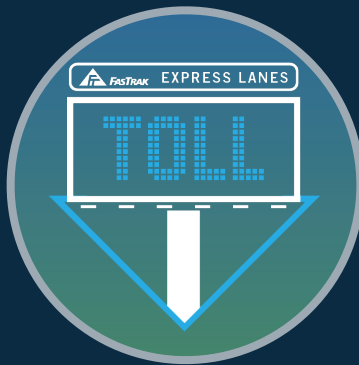
Victor Velasquez  
Department Manager,  
Financial Planning & Analysis  
714-560-5592

**Approved by:**



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

# Proposed Comprehensive Business Plan Fiscal Year 2020-21



Orange County Transportation Authority  
[octa.net](http://octa.net)





AFFILIATED AGENCIES

Orange County  
Transit District

Local Transportation  
Authority

Service Authority for  
Freeway Emergencies

Consolidated Transportation  
Service Agency

Congestion Management  
Agency

April 26, 2021

To Chairman Andrew Do & Members of the OCTA Board of Directors:

I present to you the Fiscal Year (FY) 2020-21 Comprehensive Business Plan (CBP) for the Orange County Transportation Authority (OCTA). This business plan provides the OCTA Board of Directors and the residents of Orange County with a comprehensive summary of OCTA's transportation plans consistent with OCTA's mission to "develop and deliver transportation solutions to enhance quality of life and keep Orange County moving."

The CBP is a financially constrained business planning tool providing a 20-year cash flow for each of OCTA's transportation programs and serves as the baseline for developing the FY 2021-22 budget. The plan details a comprehensive, multimodal approach ensuring the financial viability of each of OCTA's programs. This plan is in alignment with the goals of the OCTA's Strategic Plan, Measure M2 Transportation Investment Plan, Next 10 Delivery Plan, and the Long-Range Transportation Plan, while mindful of the changing economic landscape.

Like other transit agencies across the country, OCTA has faced unprecedented challenges with the onset of the coronavirus pandemic. The pandemic has unexpectedly altered the trajectory of the economy. Sales tax and fare revenue are among the most substantially impacted revenue sources both in the immediate fiscal year and beyond. OCTA has joined with those locally, nationally, and globally in dealing with the impacts. OCTA will continue to monitor the impacts of the pandemic to both the economy as well as overall changes to the transportation landscape, including changes in usage patterns from bus riders, commuter rail passengers and auto usage of streets, roads, and freeways.

Tight budget controls, conservative long-range planning measures, as well as emergency relief funding granted from the federal government, have ensured the FY 2020-21 CBP is fiscally responsible and that OCTA's core goals and objectives can be met over a 20-year horizon. This allows OCTA to keep the promises made to the voters and continue delivering a balanced and sustainable multi-modal transportation network, which provides essential services to the community and keeps the residents of Orange County safe.

Sincerely,

Darrell E. Johnson  
Chief Executive Officer

Orange County Transportation Authority  
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

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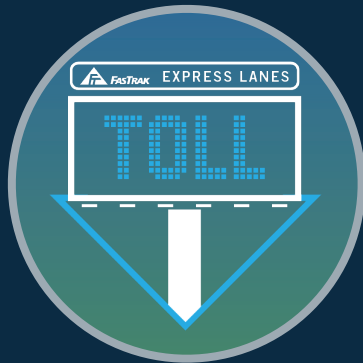


<u>Introduction .....</u>	<u>3</u>
<u>Bus Program .....</u>	<u>13</u>
<u>Rail Program.....</u>	<u>29</u>
<u>Measure M2 Program.....</u>	<u>39</u>
<u>Express Lanes .....</u>	<u>53</u>
<u>Non-Program Specific Projects.....</u>	<u>65</u>
<u>Motorist Services .....</u>	<u>71</u>



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# Introduction



Fiscal Year 2020-21

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The Orange County Transportation Authority (OCTA) is governed by an 18-member Board of Directors (Board) consisting of the five members of the Orange County Board of Supervisors, 10 city council members selected by the cities in the supervisorial district which they represent, two public members selected

by the other 15 board members, and a representative appointed by the Governor of California serving in a non-voting capacity. OCTA is managed by a Chief Executive Officer (CEO), who acts in accordance with the direction, goals, and policies articulated by the Board.



## 2021 BOARD OF DIRECTORS

**Andrew Do**  
Chairman  
Supervisor, 1st District



**Mark A. Murphy**  
Vice Chairman  
City Member, 3rd District



**Lisa A. Bartlett**  
Director  
Supervisor, 5th District



**Doug Chaffee**  
Director  
Supervisor, 4th District



**Barbara Delgleize**  
Director  
City Member, 2nd District



**Katrina Foley**  
Director  
Supervisor, 2nd District



**Brian Goodell**  
Director  
City Member, 5th District



**Patrick Harper**  
Director  
City Member, 2nd District



**Michael Hennessey**  
Director  
Public Member



**Gene Hernandez**  
Director  
City Member, 3rd District



**Steve Jones**  
Director  
City Member, 1st District



**Joe Muller**  
Director  
City Member, 5th District



**Vicente Sarmiento**  
Director  
City Member, 1st District



**Tim Shaw**  
Director  
City Member, 4th District



**Harry S. Sidhu**  
Director  
City Member, 4th District



**Donald P. Wagner**  
Director  
Supervisor, 3rd District



**Vacant**  
Public Member

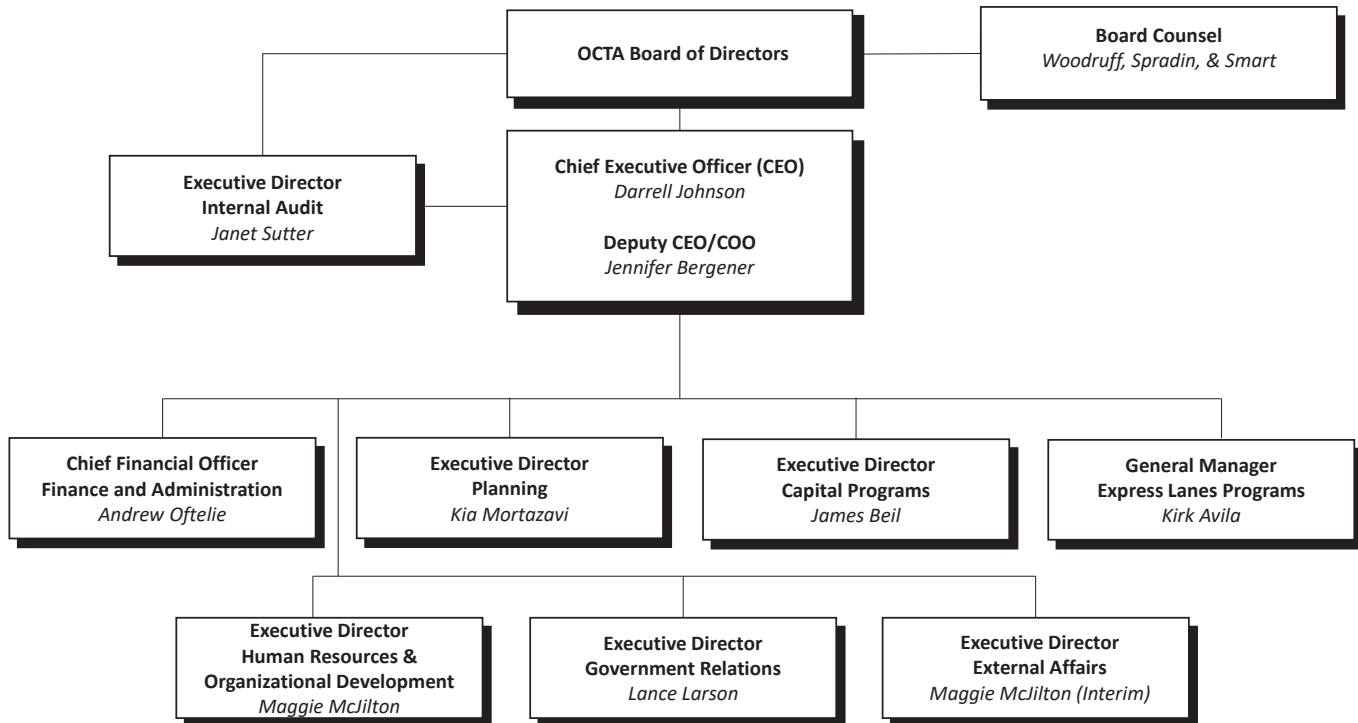


**Ryan Chamberlain**  
Governor's Ex-Officio Member  
Caltrans District 12  
District Director



## Introduction

### Orange County Transportation Authority Organizational Chart





## OCTA Vision

An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County.

## OCTA Mission

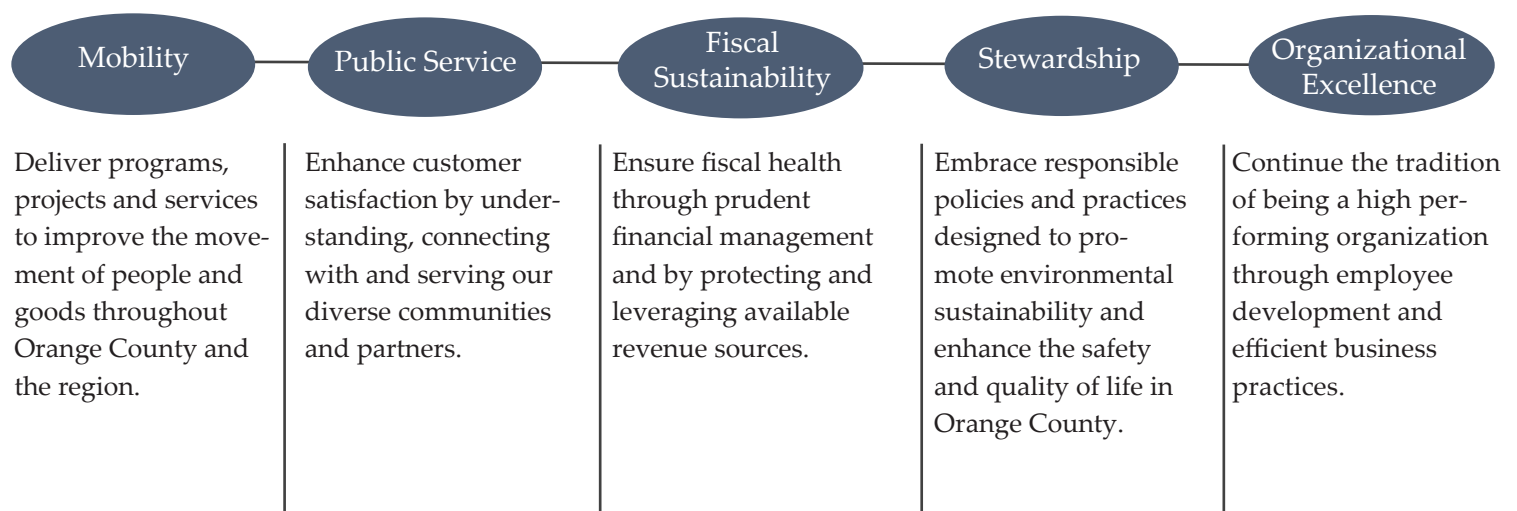
Develop and deliver transportation solutions to enhance the quality of life and keep Orange County moving.

## OCTA Values

- **Integrity:** We deliver as promised and do so ethically, fairly, and with transparency.
- **Customer Focus:** We treat our customers with care, consideration, and respect, providing friendly and reliable professional service responsive to their needs.
- **Can-do Spirit:** We tackle challenges with innovation, vision, and strategic thinking.
- **Communication:** We provide consistent, timely, and reliable information in an open, honest, and straightforward manner.
- **Teamwork:** We work well together from a sense of shared purpose and mutual respect.

## OCTA Goals

The Board of Directors has developed five goals to guide OCTA in achieving this vision and mission. These goals represent each aspect of the organization and encompass every division and employee of the OCTA.





### Purpose of the Comprehensive Business Plan

The Comprehensive Business Plan (CBP) is a business planning tool designed to assist OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA's programs and outlines their goals and objectives, as established by the Board of Directors (Board). This is accomplished within the framework of sound business practices to provide an effective and efficient multi-modal transportation network to the residents of Orange County. Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences, programmatic needs, and objectives are incorporated into a business planning document to ensure the financial viability of each of OCTA's programs over a 20-year horizon.

The CBP is an evolving document that is updated regularly in response to the ever-changing social, political, and economic environment. It is updated internally every year to establish internal budget targets and ensure the financial feasibility of OCTA's programs and services and it is typically presented to the Board every other year for adoption.

The CBP lays the foundation for the annual budget process and is consistent with the goals of the Strategic Plan, Measure M2 Transportation Investment Plan, Next 10 Delivery Plan, Designing Tomorrow, and OCTA's Long-Range Transportation Plan.

The CBP also provides the framework to ensure that items brought to the Board in the future are consistent with long-range initiatives and are financially feasible. The CBP does not authorize staff to enter into contracts nor does it appropriate any funds. Decisions on specific programs, projects, and associated funding appropriations are subject to future Board approval through the annual budget process or through specific Board action.

### Overview of Programs

As an organization, OCTA is comprised of six distinct programs with unique characteristics and objectives; however, these programs work together to accomplish OCTA's mission, "Develop and deliver transportation solutions that enhance quality of life and keep Orange County moving." The programs include: Bus Program, Rail Program, Measure M2 Program, Express Lanes, Non-Program Specific Projects, and Motorist Services.

OC Bus Rider traveling safely.





Metrolink transportation can be used for work or pleasure.



## Bus Program

The Bus Operations Program is a core business unit of OCTA, which delivers fixed-route, express, limited-stop, Stationlink rail feeder, and complementary paratransit bus services for Orange County residents.

Prior to the COVID-19 pandemic, the fixed-route network delivered 1.6 million hours of bus service on 36 local lines, nine community lines, five inter/intracounty express lines, five Stationlink rail feeder lines, and three Bravo! (limited stop) lines. Since mid-March 2020, OCTA has been closely monitoring ridership and adjusting the fixed-route schedules based on ridership demand trends, which were heavily impacted by the COVID-19 pandemic. OCTA continues to follow health guidance from federal, state, and local agencies to keep the safety of riders and employees as the top priority, while helping stop the spread of COVID-19. With the October 2020 service change, OCTA currently provides 1.18 million hours of fixed-route bus service on 36 local lines, eight community lines, five Stationlink rail feeder lines, and one Bravo! line.

The local fixed route lines operate along major arteri-

als comprising a “grid” network and have high passenger volumes that require the use of higher capacity 40-foot and 60-foot buses. Community lines offer local circulation to serve neighborhoods and provide connections to the local lines. The limited-stop lines, called Bravo!, provide commuters and visitors with an efficient travel option to key destinations within major corridors. Express service provides a freeway-based service to major employment areas in Orange County and surrounding areas. Stationlink rail feeder service provides connector services for the Metrolink commuter rail system allowing Metrolink commuters to reach employment centers. OCTA paratransit services provide demand responsive service to persons with developmental and physical disabilities as required by the federal Americans with Disabilities Act, as well as bus service to transport elderly persons to destinations such as adult activity programs and health care providers.

## Rail Program

The Metrolink Program is a regional rail system operated as a Joint Powers Authority (JPA) by the Southern California Region Rail Authority. Five member





## Introduction



Measure M2 funded traffic signal synchronization keeps Orange County Traffic flowing.

agencies participate in the JPA serving the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. OCTA is responsible for participating and providing the funding necessary to operate the three lines that serve Orange County. These lines include: The Orange County Line, Inland Empire-Orange County Line, and 91/Perris Valley Line.

### Measure M2 (M2) Program

In November 1990, Orange County voters approved Measure M (M1), a 20-year program for local transportation improvements funded by a one-half cent sales tax. OCTA delivered on the promises made to the voters completing more than \$4 billion of improvements while leveraging over \$1.2 billion in federal, state, and local funding. OCTA was able to deliver 192 lane miles of additional freeway capacity, modernize and improve 170 intersections and 38 freeway interchanges, provide \$1.3 billion dollars to improve streets and roads, and implement Metrolink service. On March 30, 2011, the collection of sales tax revenue under M1 concluded.

In November 2006, Orange County voters approved the renewal of the Measure M one-half cent sales tax, which continues investment of local sales tax dollars in Orange County's transportation infrastructure over a 30-year period from April 2011 through March 2041. The M2

Transportation Investment Plan is a \$11.6 billion program that includes continued investment to:

- Expand and improve Orange County's freeway system
- Maintain and improve the network of streets and roads in every community
- Funds clean up runoff from highways and roads
- Provide additional transit service for seniors and persons with disabilities
- Expand Metrolink rail service through the core of Orange County with future connections among nearby communities and regional rail systems

### Express Lanes

The Orange County segment of the 91 Express Lanes is a four-lane, 10-mile toll facility extending from the State Route 55 on the west to the Orange/Riverside County line on the east. Authorized as one of four public-private toll road projects by the State of California, the lanes were built at a cost of \$135 million and opened in 1995 by the California Private Transportation Company (CPTC). In January 2003, OCTA acquired the 91 Express Lanes from the CPTC to clear the way for future improvements along the 91 Corridor. The 91 Express Lanes continue to be an important element in ensuring that traffic flows smoothly between Orange and

Riverside counties. Commuters can save an average of 30 minutes on their drive time by using the 91 Express Lanes.

OCTA, in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605). The project will improve 16 miles of I-405 between the SR-73 freeway in Costa Mesa and I-605 near the L.A. County line. The project will add one general purpose lane in each direction from Euclid Street to I-605 and make improvements to freeway entrances, exits, and bridges. Additionally, the project will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, known as the 405 Express Lanes. Construction on the project began in 2018 and will be completed in 2023.

The general purpose lane portion of the project is delivered through Measure M2 Project K and is funded by a combination of local, state, and federal funds, with

construction of the express lanes funded by a Transportation Infrastructure Finance and Innovation Act loan which will be repaid by those who choose to pay a toll and use the 405 Express Lanes.

### Non-Program Specific Projects

The majority of significant freeway, street and roads, and transit projects are funded primarily through the M2 Program. OCTA has also committed to a handful of projects not funded through the M2 Program. These projects are funded using other local, state, and federal sources and include the Vanpool, Rideshare, and Active Transportation Programs.

### Motorist Services

The Service Authority for Freeway Emergencies (SAFE) program provides the Freeway Callbox System and Freeway Service Patrol services, both of which are designed to assist motorists in emergency situations and reduce traffic congestion. SAFE also provides funding toward the Southern California 511 Program. This system allows access to information on highway conditions, traffic speeds, transit, and commuter services via the internet and a toll-free number with an interactive voice response system.

91 Express Lanes Freeway view.



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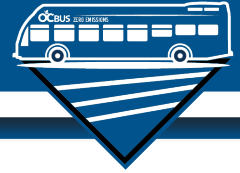
# Bus Program



Fiscal Year 2020-21

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## Background

Orange County began transit operations in the fall of 1972 through the establishment of the Orange County Transit District (OCTD) by state legislation with eight local fixed-routes. The Orange County Transportation Authority (OCTA) was later established by state law and began serving the public on June 20, 1991. OCTA serves Orange County residents and commuters by providing countywide bus and paratransit service. As of February 2020, service consisted of 58 bus routes and annual boardings in excess of 37 million. In March 2020, the coronavirus (COVID-19) pandemic created significant challenges as California and local governments issued orders for residents to self-quarantine and refrain from non-essential travel in an effort to slow the spread of the virus. OCTA has reacted to the pandemic by balancing service levels with the drop in bus service demand and current active bus routes were reduced from 58 to 50.

Bus services are tailored to meet various market demands and needs. These services include local fixed-route, community fixed-route, express, limited-stop, Stationlink rail feeder, and complementary paratransit service. Prior to the pandemic, the fixed-route network provided bus service on 36 local lines, nine community lines, five inter/intracounty express lines, three limited-stop lines, and five Stationlink rail feeder lines. As a result of the pandemic, OCTA is currently operating 36 local lines, eight community lines, one limited-stop line, and five Stationlink rail feeder lines. Local lines operate along major arterials comprising a “grid” network and have high passenger volumes that require the use of higher capacity 40-foot and 60-foot buses. Community lines use smaller buses to accommodate lower passenger demand or roadway constraints and provide connections to the local lines. Express service provides a freeway-based service to major employment areas within Orange County and surrounding areas. Limited-stop lines are provided on select local route corridors and are designed to provide a rapid transit option for Orange County commuters and visitors by decreasing travel time and improving travel speed within high use corridors, while offering connections to key destinations, major attractions, and



OCTA Bus keeps Orange County Moving.

Metrolink train services. Stationlink rail feeder service is provided to the Metrolink commuter rail stations in Orange County that are considered destination stations, ensuring a connection between rail stations and employment centers for Metrolink commuters. OCTA also operates seasonal service on five weekends in July and August from nine locations to the Orange County Fair. However, the seasonal service was temporarily discontinued due to the pandemic.

OCTA also provides special needs transportation services under four program elements, Americans with Disabilities Act (ADA) OC ACCESS paratransit service (OC ACCESS), premium paratransit same day taxi, special agency services, and community transportation programs. OC ACCESS provides demand responsive bus service to persons with developmental and physical disabilities as required by the ADA. OCTA offers premium paratransit same day taxi service to OC ACCESS-eligible customers and subsidizes trips to adult daycare programs on alternative transportation services. In addition, OCTA funds and administers community transportation services offered through the Senior Mobility Program (SMP) and federal grant programs.



## Bus Program



OC ACCESS provides a transportation option for Orange County's seniors and residents with disabilities.

### Fixed-Route Service

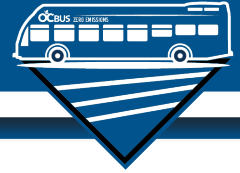
OCTA regularly reviews and evaluates service levels to ensure a cost efficient and effective bus transit service is delivered. In order to provide a sustainable level of bus service throughout the county, OCTA implemented the OC Bus 360° plan which reallocates resources used on lower-performing routes to areas with higher demand to improve bus frequencies and customer travel times. This approach is consistent with the recommendations from an American Public Transportation Association Peer Review and OCTA's Transit System Study. Efforts have also been under-way to increase bus system ridership by improving bus travel times and frequencies, expanding access to routes and real-time arrival information, introducing mobile ticketing, evaluating new pricing options through a fare study, and increasing awareness of the bus system.

OCTA also mitigates operating costs by contracting service levels up to 40 percent of the total fixed-route service. By contracting out service, OCTA is able to provide more service to the public.

OCTA generally implements schedule and route revisions to selected OC Bus routes three times a year, in February, June, and October. On March 23, 2020, OCTA implemented an emergency service change as a proactive response to the COVID-19 stay-at-home order, significantly lower ridership, and in an effort to help protect the health of OCTA employees and riders. Service was modified to operate on a Sunday-only schedule, including a few Stationlink routes, seven days a week to provide a baseline level of service for customers needing to make essential trips. Service was subsequently expanded in June 2020 to an enhanced Saturday service schedule on weekdays and a regular schedule on Saturdays and Sundays to meet an increase in demand as well as to help ensure social distancing on board. This amount of service equates to about a 25 percent reduction compared to Pre-COVID-19 service levels.

Ridership was also substantially impacted with the onset of COVID-19. Boardings declined by more than half from March 2020 to June 2020. Ridership has





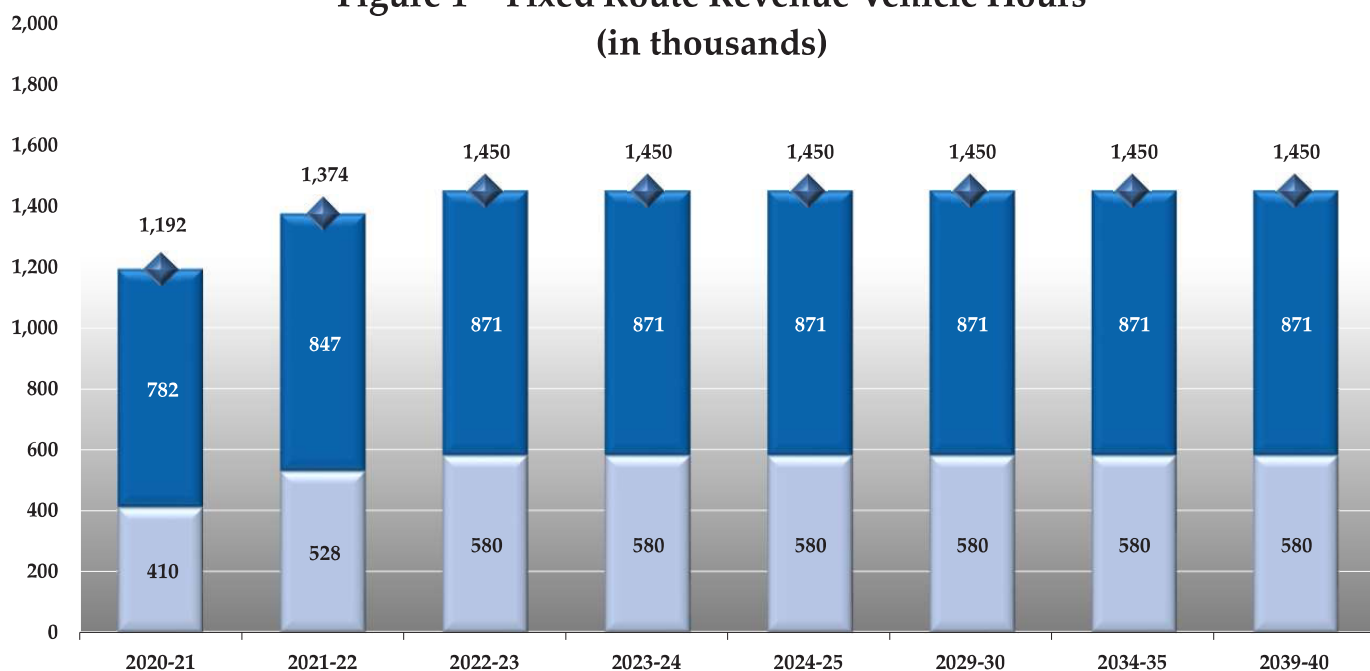
remained relatively stable since the June service change so only minor schedule changes were made for the October 2020 service change and service levels remain at 1.18 million.

OCTA anticipates an increase in demand for service will continue between now and when schools look to open in fall 2021, based in part on the availability of vaccines. As more businesses reopen and some school, college, and university students return to campus, it is anticipated that the public will start using the bus system more often. In the long-term, OCTA anticipates a continued increase in demand due to general growth in both population and the economy. This may be slightly mitigated by scheduled fare increases every ten years. The next anticipated fare increase is scheduled to occur in FY 2026-27. Fare increases are essential to ensuring a sustainable level of service because the primary source of funding for operations, Transportation Development Act (TDA) funds, legally requires OCTA to maintain a

minimum 20 percent farebox recovery ratio to maintain funding. Fare increases are subject to future Board approval and would require extensive public outreach and a public hearing. OCTA would also have to conduct a federally required Title VI analysis to ensure that the fare adjustment does not disproportionately impact low-income or minority customers.

**Figure 1** illustrates the annual RVH projected through FY 2039-40. It is anticipated that service levels will increase by 258 thousand revenue vehicle hours, or 21 percent, over the next few years to accommodate the anticipated growth expected as the county emerges from the pandemic. It is assumed that OCTA will continue to directly operate 60 percent of the service and 40 percent of the service will be contracted. As will be discussed later in this section, the planned increase in service is only possible due to a substantial infusion of federal supplemental funding that OCTA will receive over the next few years.

**Figure 1 - Fixed Route Revenue Vehicle Hours  
(in thousands)**







## Bus Program

Figure 2 illustrates the estimated annual boardings through FY 2024-25.

### Local Bus Service

Local Bus Service represents the majority of transit options offered throughout Orange County. Pre-COVID-19, 45 local bus routes operated along the major arterials grid network. Of these 45 routes, nine were community routes; operated by the contracted fixed-route provider. As a result of the pandemic, local bus routes decreased from 45 to 44. Of the 44 routes, eight are community routes which continue to be operated by the contracted fixed-route provider.

### Inter/Intracounty Express Service

Express routes operate Monday through Friday during peak hours targeting longer distance home-to-work commuters. Service operates primarily on freeways, utilizing the high-occupancy vehicle network where possible, to offer customers travel times comparable to travel by automobile. Express routes are temporarily suspended as a result of the service adjustment from COVID-19.

### Rail Feeder Service

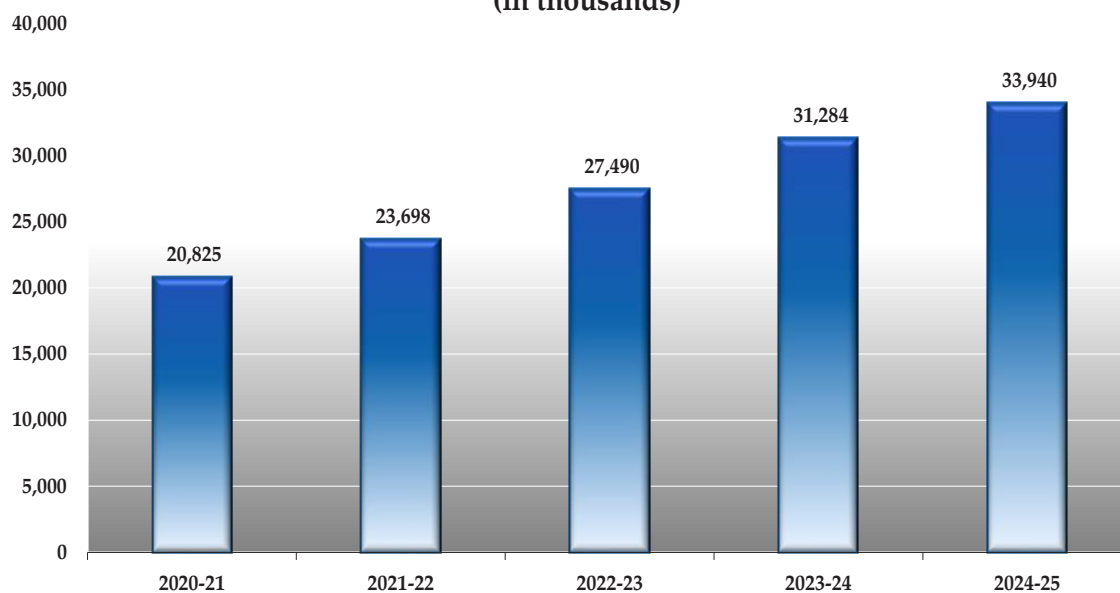
Rail feeder services were introduced to transport commuter rail passengers between Metrolink train stations and their employment destinations in Orange County. Stationlink buses travel over a defined route with intermittent stops located at major employment centers. A total of five Stationlink routes operate weekdays during the morning and evening commute periods. Metrolink passengers may board Stationlink routes free of charge.

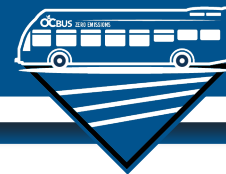
### Special Bus Service

#### Limited-Stop Service

Limited-stop service is designed to offer more frequent service and reduce travel times along the corridor. Known as Bravo! Routes, OCTA operates routes during peak hours, with service on the Harbor Boulevard corridor seven days a week and service on the 17th Street/Westminster Avenue and Beach Boulevard corridors Monday through Friday. Two out of three Bravo! routes are temporarily suspended due to the pandemic. In FY 2021- 22, OCTA anticipates resuming service on the 17th Street/Westminster Avenue route.

Figure 2 - Fixed Route Boardings  
(in thousands)





## ***Xpress Service***

Xpress service is a new, faster commute option on the Main Street, Bristol Street, and Bolsa Avenue/First Street routes. This service skips many of the low volume stops to help patrons get to their destination faster. Service runs weekdays from 6 a.m. to 6 p.m. However, currently this service is temporary suspended as a result of the pandemic.

## ***OC Flex Pilot Service***

OC Flex Pilot Service is a shared-ride micro-transit service. This service provides riders the ability to book and pay for a ride in real-time through the use of a mobile application. The pilot service began in October 2018 as a one-year pilot and was extended by the Board of Directors to December 2021 for further service evaluations. In March 2020, OC Flex service demand was impacted by the COVID-19 pandemic. The orange zone, which serves portions of the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo remains in operation. Staff is currently in the process of conducting a comprehensive study to examine OC Bus service in a post-COVID-19 pandemic environment, which includes consideration of the microtransit service.

## ***Seasonal Service***

Since 2011, OCTA has operated service to the Orange County Fair. Funded by the Mobile Source Air Pollution Reduction Review Committee, this service offers a convenient and attractive alternative to automobile travel by providing reliable, non-stop express bus service directly to the Orange County Fair from nine locations within Orange County. The OC Fair Express Services were temporarily suspended as a result of the pandemic.

## ***Paratransit***

As a provider of public fixed-route transit services, OCTA is required by the ADA to provide complementary paratransit services, known as OC ACCESS, for individuals whose disabilities prevent them from using regular, fixed-route transit service. In addition, OCTA funds and administers other special needs



BRAVO! helping Orange County move during peak hours.

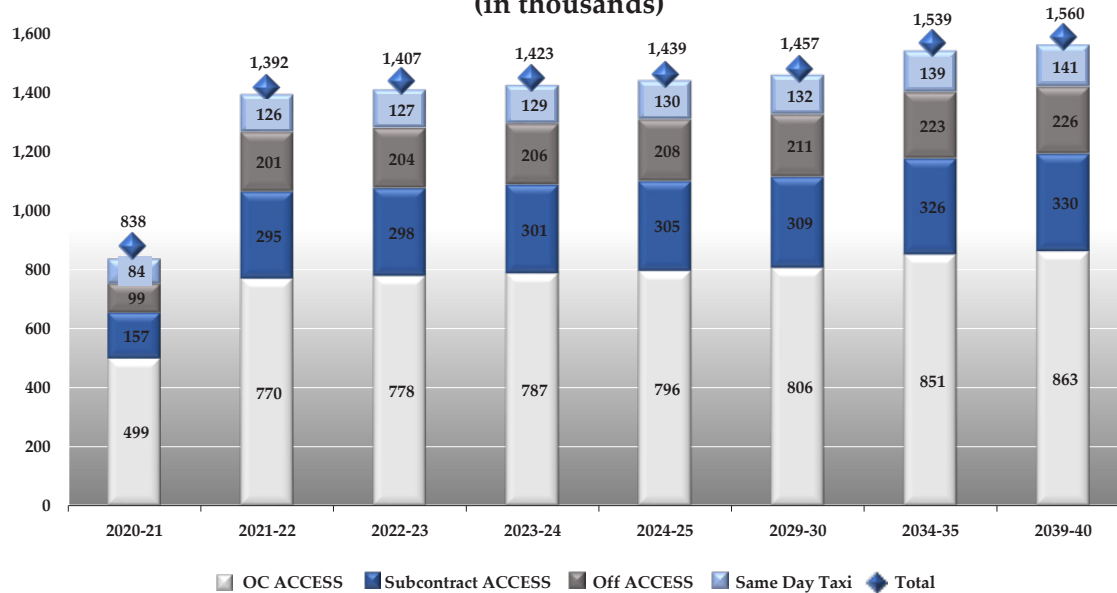
transportation programs to help reduce the demand and cost of OC ACCESS service.

As with the fixed-route service, ridership and productivity for OC ACCESS service experienced impacts due to the pandemic. With the recommendations that persons aged 65+ years or older or those with underlying health issues stay home, many individuals, who typically utilized OC ACCESS service, limited use to essential trips or forwent trips altogether substituting in-person appointments in favor of remote consultation services or in-home treatment. Social distancing requirements on OC ACCESS vehicles limited shared rides which also influenced ridership and productivity. These impacts resulted in a dramatic immediate reduction in average daily trips by 90 percent. Ridership continues to be down on average around 80 percent since the pandemic. The uncertainties that have arisen from the pandemic create difficulties for paratransit service projections and recovery is anticipated to be slow to moderate, and dependent on the reopening of in-person services throughout the county. OCTA will continue to balance the level of service provided to the community while keeping the health and safety of its passengers and employees the top priority.



## Bus Program

Figure 3 - Paratransit Trips  
(in thousands)



OCTA forecasts growth to reach 80 percent of pre-pandemic levels with long-term growth at 1.1 percent. **Figure 3** illustrates the projected total paratransit trip growth through FY 2039-40.

### OC ACCESS Service

OCTA's complementary ADA paratransit service is currently managed, operated, and maintained by MV Transportation (MV). This service is operated from OCTA's Irvine Construction Circle facility. Trips provided by MV account for approximately 55 percent of all paratransit trips. MV sub-contracts with a taxi company to provide OC ACCESS trips during peak periods which helps OCTA keep the size of the OC ACCESS fleet from increasing significantly. In addition, these supplemental taxi services are currently being utilized to increase efficiency during non-peak periods, in an effort to decrease total OC ACCESS costs and increase total system efficiency. The use of supplemental taxi services is one of a variety of cost mitigation measures being employed.

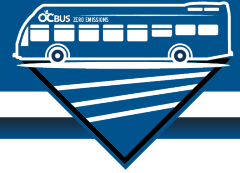
### Premium Paratransit Taxi and Special Agency Services

A critical component of managing the cost of para-

transit service is development of less costly services. Unlike standard OC ACCESS service, these services are not specifically meant to provide complementary paratransit service, but to expand the transportation choices available to persons who might have otherwise used OC ACCESS. OCTA has developed partnerships with special agencies that provide day programs for special needs individuals or seniors with chronic medical conditions. Under these partnerships, OCTA provides a partial operating subsidy to the program and the agency now has the responsibility for providing the trip to and from the program. Trips are only reimbursed if the individual has OC ACCESS eligibility and if the trip is within the OC ACCESS service area. In addition, OCTA offers a premium-ADA same-day taxi service which allows OC ACCESS eligible customers to schedule a partially subsidized taxi trip, significantly reducing OCTA's cost per trip. The Same-day Taxi Program has expanded to provide services over a greater coverage area.

### Community Transportation Programs

OCTA also supports the development of community-based transportation services for seniors, persons



with disabilities, and persons of low income. Under the Senior Mobility Program, OCTA currently provides M2 funding to 32 cities and transit funding to three non-profit organizations to support local senior transportation services. In addition, OCTA administers grant funds under the Federal Transit Administration's (FTA) Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom programs where approximately \$16 million in funding over the past nine years has supported a variety of projects including mobility management programs, travel training, volunteer driver programs, and new transportation services which benefit the JARC and New Freedom populations. OCTA continues to operate the JARC funded program entitled Vocational Visions, utilizing the funding for trips on this program for OC ACCESS service.

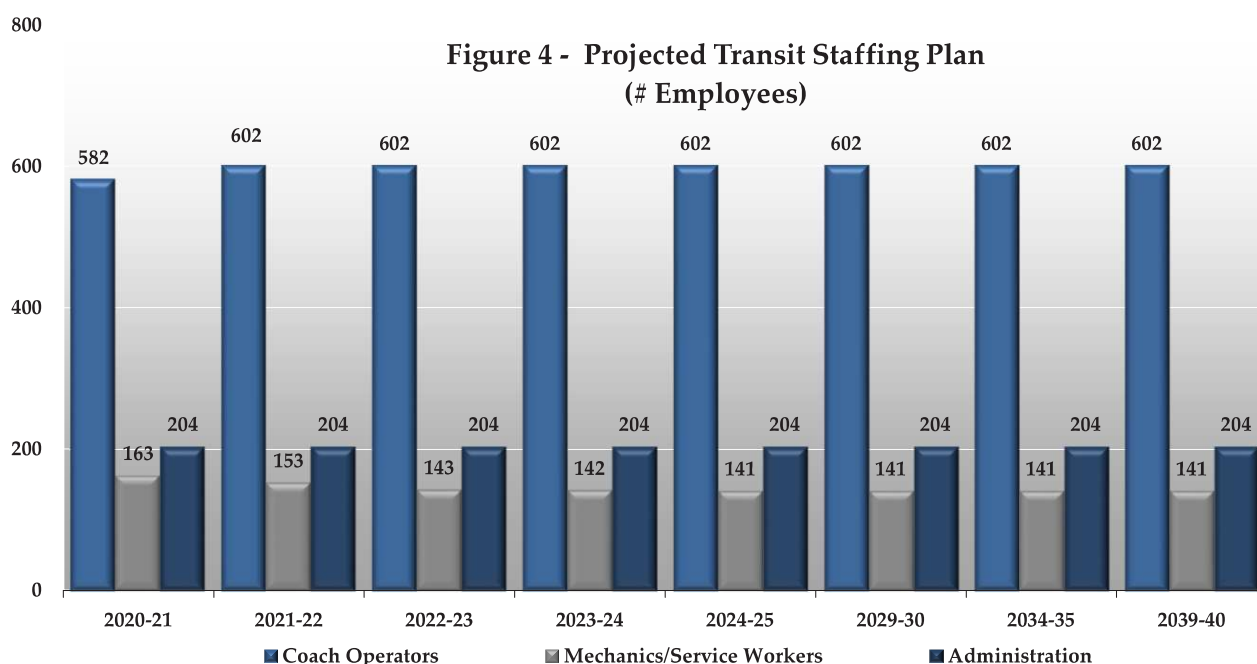
## Transit Staffing

**Figure 4** presents the projected staffing levels for FY 2020-21 through FY 2039-2040 for the Bus Operations Division. Coach operators, supervisory personnel, mechanics, bus service workers, and administrative staff are represented in the table.

## Capital Expenditures

Capital expenditures in the OCTD fund include a variety of expenses such as: revenue vehicle replacement, support vehicles, fueling infrastructure, radio systems, vehicle and facility rehabilitation, and miscellaneous equipment. The funding for these costs is comprised of both grant and local sources. Grant funding includes sources from federal, state, and local agencies that typically cover up to 80 percent of the asset cost. The local portion, or 20 percent match, is paid from the capital replacement fund. Since the beginning of the recession, OCTA has used 5307 funds for traditional operating purposes to a greater extent than in prior years. This has expedited the receipt of 5307 funds and allowed OCTA to deposit the funds earlier and collect additional interest earnings. The interest earnings are then used to fund operating and capital expenditures.

Bus purchases and replacement of critical infrastructure components are costly. A single 40-foot bus powered by compressed natural gas costs approximately \$670,000, while a 60-foot bus costs approximately \$930,000. An essential component of running a fiscally responsible operation is ensuring capital requirements are satisfied. Timely replacement of capital ensures sta-







## Bus Program

ble operations and decreased expenses associated with maintenance of equipment that has operated beyond its useful life. OCTA maintains a useful life of 18 years for 40-foot and 60-foot buses, seven years for mid-size buses, and seven years for the paratransit fleet. Adherence to a capital replacement cycle enables OCTA to maintain high equipment standards and plan for the subsequent costs on an annual basis. The State of California is currently implementing a mandate on transit agencies to transition all transit fleets to zero emission bus (ZEB) technology by 2040. This could potentially be extremely costly to transit agencies like OCTA if the ZEB market does not mature and bring the cost of ZEB down over time. Projected FY 2021-2021 through FY 2024-2025 expenditures are summarized in **Figure 5**.

### Fixed-Route

Details of the type and average age of OCTA's large bus fixed-route active fleet is shown in **Figure 6**. Currently, OCTA's active bus fleet consists of 508 vehicles with 298 vehicles designated for directly operated fixed-route use and 210 designated for contracted fixed-route service, as shown in **Figure 7**.

Over the next five years OCTA plans to purchase approximately 245 new revenue vehicles. The current fleet plan anticipates the purchase of 235 40-foot buses and 10 grant funded electric buses over a five-year window. As service conditions change, the composition of the fleet will be revisited regularly to ensure the proper mix of buses within the fleet.

### OC ACCESS

The current paratransit active fleet consists of 248 vehicles, as seen in **Figure 8**, which represents 33 percent of OCTA's active fleet. RVH are used to project the

**Figure 5 - Fixed Asset Replacement (in millions)**

Asset Category	2020-21	2021-22	2022-23	2023-24	2024-25
Large Bus Replacement	\$0.0	\$8.4	\$37.9	\$2.9	\$124.1
Support Equipment	3.4	34.5	0.6	9.8	0.6
Vehicle Modifications	0.1	0.3	4.4	2.3	26.9
ADA Modifications	0.8	0.0	0.0	0.0	0.0
Small Bus Replacement	15.1	0.0	17.7	0.0	0.0
Facility Modifications	5.4	7.9	8.4	5.2	6.5
Total Capital Purchases	\$24.8	\$51.0	\$69.0	\$20.2	\$158.1

**Figure 6 - Fixed-Route Fleet Age by Bus Type**

Fuel Type	Average Age (Years)
Forty Foot	9.3
Sixty Foot Articulated	5.1
Average Age	9.0

required number of vehicles necessary to operate this service. The plan assumes replacement of up to 248 vehicles within the next five years. A variety of strategies are being considered to manage the projected demand for service. Strategies include modifying the contract to pay for services on a per passenger basis instead of a per hour basis, changing the vehicle type to reduce operating costs, using other supplemental services, providing mobility training to current OC ACCESS riders to use fixed-route, and working with programs to explore their role in the provision of trips for program participants. These strategies and others could help reduce costs and mitigate the growth rate of the fleet.

### Reserves

A capital replacement fund is utilized to plan and account for capital replacement purchases. Ensuring the organization has the funds required to replace capital assets allows OCTA to eliminate financing costs associated with purchases and accrue interest earnings on the cash balance. The Capital Replacement Fund is sufficient for OCTA to maintain the proposed capital replacement schedule for all assets needed to maintain county-wide bus service through the end of the plan. OCTA also maintains a separate 60-day operating reserve in order to minimize impacts to cash flow due to fluctuations in operating revenues and expenditures.

### Bus Operations Revenue

Bus Operations is dependent upon external revenue sources to supplement farebox revenue and help offset operating expenditures for fixed-route and paratransit services. The primary revenue sources are comprised of the Local Transportation Fund (LTF), federal operating grants, property tax contributions, State Transit Assistance Fund (STAF), and SB1. Also, Federal Supplemental funding has been essential in filling in for revenue shortfalls and assisting in dealing with the impacts of COVID-19.



Figure 7 - Fixed Route Fleet Size  
(# buses)

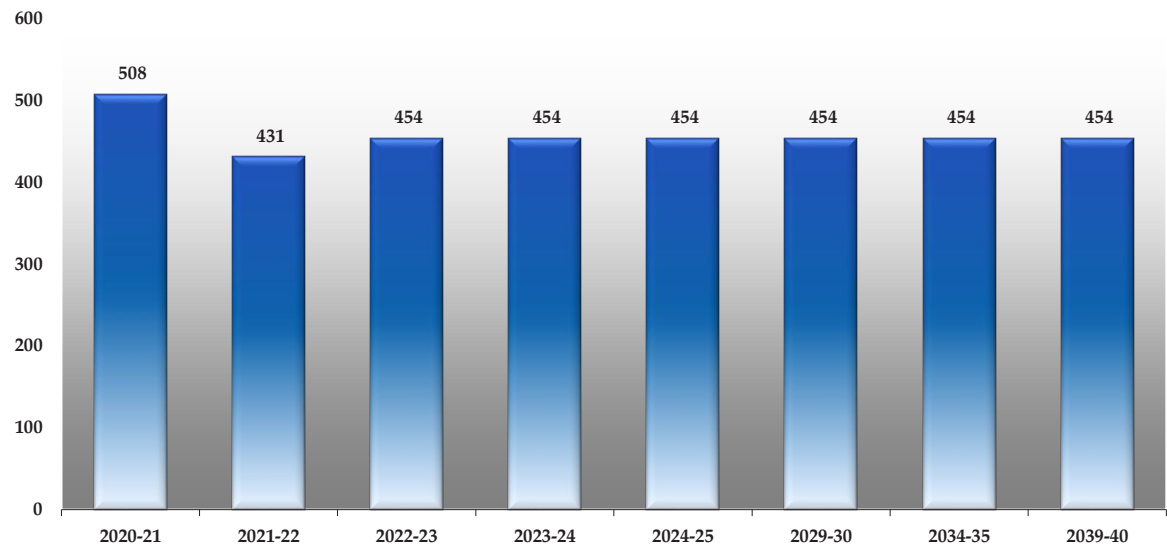


Figure 8 - Paratransit Fleet Size  
(# buses)





## Bus Program

The major funding source that allows OCTA to provide transportation services to Orange County residents is the LTF, a one-quarter cent state sales tax signed into law as part of the TDA in 1971. Funding from the LTF covers approximately half the operating costs for services. The growth rate of sales tax revenue is dependent upon the state of the economy and any fluctuations can have a significant impact over the life of the plan. Therefore, this business plan will be revisited periodically to ensure that service levels are appropriately planned to meet revenue projections.

**Figure 9** illustrates the revenue sources projected through FY 2024-25.

**Figure 9 - Bus Operations Revenue (in millions)**

Sources	2020-21	2021-22	2022-23	2023-24	2024-25
Sales Tax Revenue	\$149.1	\$154.8	\$159.3	\$164.2	\$168.2
Federal Formula Grant 5307	51.3	55.0	53.8	54.0	55.7
Passenger Fares	21.0	30.0	33.9	37.8	40.5
State Transit Assistance Fund	12.6	13.7	16.9	18.7	19.4
Property Tax Revenue	18.7	19.5	20.5	21.4	22.4
California Senate Bill 1	10.0	11.0	13.7	15.3	15.9
Federal Supplemental Funding	73.2	95.7	71.3	51.7	-
Alternative Fuel Tax Credit	1.4	-	-	-	-
Miscellaneous Revenues	5.3	5.3	5.3	5.3	5.4
Advertising Revenue	3.5	4.0	4.1	4.2	4.3
Measure M	1.6	2.4	2.8	3.2	3.4
Rail Feeder	2.3	2.3	2.9	2.8	2.8
CMAQ/LCTOP	2.5	1.9	1.0	-	-
Interest	0.4	2.0	3.5	4.6	6.1
Total	\$352.8	\$397.6	\$388.8	\$383.2	\$344.1

Since post-recession lows, LTF sales tax has grown each year. OCTA uses a Board approved methodology to forecast sales tax revenue. In the first five years, an LTF-specific forecast devised by Muni Services is utilized. A blended rate forecast from the three universities (Chapman, California State University, Fullerton, and University of California, Los Angeles) is used for the remaining years. COVID-19 has also significantly impacted the LTF revenue projection over the next 20 years. As a result, the CBP utilizes the FY 2020-21 budgeted forecast of -4.90 percent for the base year and modest growth for the life of the plan.

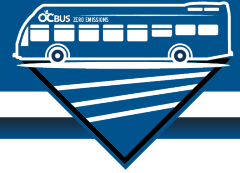
On December 4, 2015, Congress passed, and the President signed into law the Fixing America's Surface Transportation (FAST) Act, H.R. 22. The FAST Act authorizes

funding for a five-year period through the end of federal fiscal year (FFY) 2020. The total authorized funding levels in the FAST Act are \$305.5 billion over the five-year period. All transit program funding grows under the FAST act. FTA 5307 funding is expected to grow from \$53.2 million in FY 2020-21 to \$80 million in FY 2039-40. FTA 5337 and 5339 are expected to grow from \$10.3 million in FY 2020-21 to \$15.5 million in FY 2039-40. This amounts to an expected FTA revenue of \$1.52 billion over the 20-year period.

STAF is derived from statewide sales tax on diesel fuel and allocated based on a formula of population and fare revenues. As a result of COVID-19, the CBP anticipates STAF revenues of approximately \$12.6 million in FY 2020-21. Revenues are anticipated to increase over the next four subsequent years reaching Pre-COVID-19 levels of \$19.4 million in FY 2024-25. Then throughout the life of the plan, revenues are anticipated to remain flat.

In April 2017, Governor Jerry Brown signed SB1 in the State of California. This revenue will be collected by raising gasoline and diesel excise taxes, new fees on all vehicle registration renewals, and a new annual fee on zero-emission vehicles. Pre-COVID-19, this bill was expected to generate \$52.5 billion over the next ten years, with approximately \$7.5 billion going directly to transit operations and capital for transportation entities around California. OCTA expects to receive approximately \$10 million of operating and \$5.1 million of capital in FY 2020-21. Revenues are projected to increase over the next four years before stabilizing in FY 2024-25 at \$15.86 million of operating annually. Capital is anticipated to reach \$5.5 million by FY 2024-25, FY 2025-26 on is increased by CPI. This results in projected revenues of \$429.2 million over the next 20-year period.

In response to the COVID-19 pandemic and address revenues shortfalls, OCTA advocated for and received three major measures of relief from the federal government: the Coronavirus Aid, Relief, and Economic Security Act of 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021, and the American Rescue Plan Act of 2021. These federal funds collectively are referred to as Federal Supplemental funding. OCTA has been allocated an approximate total



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of \$419.7 million in relief funds to stabilize revenue and budgetary deficits and maintain an appropriate level of service to meet demand. This funding is also vital for the planned increase in service over the next few years.

As discussed earlier, OC Bus 360° is part of a comprehensive approach to addressing declining ridership on the fixed-route system. As part of the Global Warming Solutions Act of 2006 (AB 32), Cap and Trade Programs were implemented providing supplemental funding to transportation programs. The Low Carbon Transit Operations Program (LCTOP) was implemented under AB 32 and, among many other eligible uses, can be utilized to subsidize fare discount programs. As part of the comprehensive effort to increase bus ridership, LCTOP funds have been authorized to provide fare discounts to Orange County bus riders through various programs and promotions. LCTOP funds will backfill the revenue lost for promotional or free fare and discounted fare programs intended to increase ridership while maintaining fare revenues. In FY 2017-18, the first of several anticipated pilot programs began by providing the students of Santa Ana College with discounted fares. As the economy grows, promotional programs are implemented, and OC Bus 360 takes full effect, ridership and fare revenues are anticipated to stabilize and may continue to be augmented by fare increases every ten years beginning in FY 2026-27.

OCTA's fare revenue is directly tied to ridership. As the economy was shut down and people were told to shelter

at home, boardings dramatically decreased. Boardings declined by 18 percent from FY 2018-19 to FY 2019-20. FY 2020-21 is projected to see an additional 33 percent decline from the prior year. The loss in boardings continues to have a significant impact on fare revenues. For every boarding lost or gained, revenue changes by approximately \$1.01. Ridership challenges are anticipated to continue into the future as many uncertainties persist as effects from the pandemic and its aftermath continue to evolve and emerge. However, OCTA does anticipate boardings to increase over time as conditions improve such as, large scale vaccine availability, economic recovery, stabilized unemployment levels, and as people become more confident in resuming normal activity. OCTA will continue to monitor the long-range implications, both to the economy and transportation behaviors.

**Figure 10- Bus Program Major Assumptions**

Service and Costs:	
1	Fixed-route service in FY 2020-21 1.2 million RVH Increase up to 1.45 million FY2021-22
2	Paratransit trip growth is at 80% recovery of pre-COVID levels then 1.1% growth maintained on an annual basis
3	Large bus useful life - 18 years
4	Small bus useful life - seven years
Revenues:	
1	Sales tax annual average growth rate of 2.8 percent
2	Boardings annual average growth rate of 2.2 percent
3	25 percent fare increase every 10 years beginning FY2026-27
4	SB1 operating revenue of \$10M in FY2020-21 grows to \$15.8M by FY2024-25 and maintained on an annual basis
5	SB1 capital revenue of \$5M grown annually by CPI
6	STAF revenue of \$12.6M in FY2020-21 grows to \$19.4M by FY2024-25 and maintained on an annual basis
7	Federal revenue grows an average of 2.1 percent over the plan's 20 years
8	Receive federal supplemental funding
9	Maintain capital replacement fund
Bus Program Risks:	
1	Softening of sales tax revenue growth
2	Bus ridership demand
3	Growth in cost to operate paratransit service
4	Unfunded mandates (i.e. zero-emission bus purchase)
5	Federal and State funding Levels





# Bus Program

## Cash Flow Statement - Bus Program

(millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
<b>Beginning balance - operating</b>	<b>\$ 46.2</b>	<b>216.2</b>	<b>300.3</b>	<b>364.4</b>	<b>400.5</b>	<b>396.1</b>	<b>225.1</b>	<b>84.7</b>
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Sales tax revenue	149.1	154.8	159.3	164.2	168.2	191.3	216.4	242.8
Federal formula grant 5307	51.3	55.0	53.8	54.0	55.7	64.5	71.5	83.0
Passenger fares	21.0	30.0	33.9	37.8	40.5	47.5	48.9	54.7
State transit assistance fund	12.6	13.7	16.9	18.7	19.4	19.4	19.4	19.4
Property tax revenue	18.7	19.5	20.5	21.4	22.4	28.2	35.5	44.6
California Senate Bill 1 oper.	10.0	11.0	13.7	15.3	15.9	15.9	15.9	15.9
Federal Supplemental Funding	73.2	95.7	71.3	51.7	0.0	0.0	0.0	0.0
Miscellaneous revenues	13.2	12.0	11.9	11.3	11.6	12.8	13.6	14.8
Advertising revenue	3.5	4.0	4.1	4.2	4.3	4.8	5.3	5.9
Interest on operating investments	0.4	2.0	3.5	4.6	6.1	7.2	4.1	1.5
<b>Total sources of funds</b>	<b>\$ 352.8</b>	<b>397.6</b>	<b>388.8</b>	<b>383.2</b>	<b>344.1</b>	<b>391.5</b>	<b>430.5</b>	<b>482.6</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and benefits	109.1	114.6	119.8	123.7	127.7	151.2	162.8	195.7
Purchased transportation services	70.9	89.8	94.1	92.6	95.3	107.3	122.8	137.8
Administrative service expense	42.3	44.9	47.4	49.9	52.6	67.4	80.2	101.3
Professional services	21.1	24.0	25.4	26.0	26.6	29.7	33.2	37.0
Maintenance, parts and fuel	15.0	18.1	19.5	20.3	21.1	25.3	35.5	42.6
General and administrative	3.7	4.1	4.3	4.4	4.5	5.0	5.5	6.2
Other operating expense	3.5	4.2	4.5	4.6	4.8	5.3	6.0	6.7
Designation to capital	(82.6)	13.9	9.7	25.4	(72.0)	28.3	39.1	(46.7)
<b>Total uses of funds</b>	<b>\$ 182.9</b>	<b>313.5</b>	<b>324.7</b>	<b>347.1</b>	<b>260.5</b>	<b>419.4</b>	<b>485.1</b>	<b>480.6</b>
<b>Net cash provided by operations</b>	<b>\$ 169.9</b>	<b>84.1</b>	<b>64.1</b>	<b>36.2</b>	<b>83.5</b>	<b>(27.9)</b>	<b>(54.5)</b>	<b>2.0</b>
<b>Available cash - operating</b>	<b>\$ 216.2</b>	<b>300.3</b>	<b>364.4</b>	<b>400.5</b>	<b>484.1</b>	<b>368.2</b>	<b>170.6</b>	<b>86.7</b>
<b>Beginning balance - capital</b>	<b>\$ 398.1</b>	<b>315.2</b>	<b>313.1</b>	<b>291.7</b>	<b>319.5</b>	<b>336.7</b>	<b>245.9</b>	<b>271.4</b>
Contribution to capital	(82.6)	13.9	9.7	25.4	(72.0)	28.3	39.1	(46.7)
Federal Formula Grants 5337/5339	10.3	10.5	10.7	11.0	11.2	12.5	13.9	15.4
Senate Bill 1 SGR	5.1	5.2	5.3	5.4	5.5	6.2	6.8	7.6
Federal Supplemental Funding	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital grants/other capital revenues	0.5	11.7	18.4	2.5	101.9	0.0	0.0	0.0
Capital expenditures	(24.8)	(51.0)	(69.0)	(20.2)	(158.1)	(31.4)	(34.1)	(46.5)
Interest on capital investments	3.6	2.8	3.5	3.7	4.8	6.1	4.4	4.7
<b>Net cash used by capital and related financing activities</b>	<b>\$ (83.0)</b>	<b>(2.1)</b>	<b>(21.4)</b>	<b>27.7</b>	<b>(106.7)</b>	<b>21.6</b>	<b>30.1</b>	<b>(65.4)</b>
<b>Available cash - capital</b>	<b>\$ 315.2</b>	<b>313.1</b>	<b>291.7</b>	<b>319.5</b>	<b>212.8</b>	<b>358.4</b>	<b>276.0</b>	<b>206.0</b>

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# Rail Program



Fiscal Year 2020-21

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Passengers travel by Metrolink for their daily commute.

## Background

The five member agency that comprise the Metrolink JPA include the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.

## Service Levels

There are three lines that provide service to Orange County. The Orange County (OC) Line began in 1994, followed by the Inland Empire – Orange County (IEOC) Line in 1995, and the 91 Line in 2002. In 2006, the OC Line and IEOC Line began offering service on weekends, year-round. In July 2014, weekend service began on the 91 Line, which, in June 2016, was renamed the 91/Perris Valley (91/PV) Line. The coronavirus (COVID-19) pandemic has impacted Metrolink service levels across the board, resulting in significant reductions in weekday service levels. The three lines serving Orange County currently provide a total of 41 trains each weekday and 16 trains each weekend serving 11 Orange County stations. This reflects a reduction of 13 total weekly trains from the previous year, or an 18.5 percent reduction in service. Ridership prior to the pandemic across these lines averaged 418 thousand total monthly trips for the first three quarters of

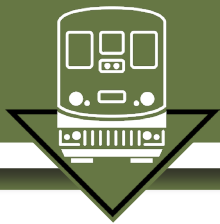
fiscal year (FY) 2019-20. However, ridership averaged just 38 thousand total monthly trips for the last quarter of FY 2019-20 due to the COVID-19 pandemic, a reduction of 91 percent.

The impacts of COVID-19 have been substantial and far reaching. To help deal with these impacts OCTA advocated for and received Federal Supplemental funding for the Rail Program and has been allocated an estimated total \$81.8 million in relief funds. These funds will help stabilize revenue and budgetary deficits and maintain an appropriate level of rail service to meet demand.

Following completion of the Metrolink Service Expansion Program improvements in 2011, OCTA deployed a total of ten Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during mid-day and evening hours. However, as a result of COVID-19, the intra-county train service was temporarily reduced to zero trips.

The Rail 2 Rail Program, which began in 2003, allows Metrolink monthly pass holders the option of riding Amtrak Pacific Surfliner trains at no additional charge, provided the pass holder travels within the designated stations identified on the monthly pass. In Orange





## Rail Program

**Figure 1 - Metrolink Service Levels**

Service/Line	# Trips/Day
<b>Weekday Service</b>	
91/PV Line	10
IEOC Line	14
OC Line (Intracounty)	0
OC Line (service to LA)	17
<b>Sub-total</b>	<b>41</b>
<b>Weekend Service</b>	
91/PV Line	4
IEOC Line	4
OC Line (service to LA)	8
<b>Sub-total</b>	<b>16</b>

County, a valid Metrolink ticket or pass also permits free transfers to local OCTA bus routes that directly serve a Metrolink station, including all Stationlink routes, which provide connecting bus service to major employment centers. There are currently five Stationlink routes serving four Orange County Metrolink stations.

Overall service levels in Metrolink's fiscal year 2020-21 budget are lower than the previous fiscal year. Metrolink's budget continues the provisions of safe, reliable, and high-quality commuter rail service. **Figure 1** highlights current service levels.

### Operating Revenue Measure M2

On November 7, 2006, Orange County voters approved the renewal of Measure M, which continues the investment of local tax dollars in Metrolink for 30 years from April 1, 2011 through March 31, 2041. Funding from Measure M2 (M2) for the Metrolink Program is projected to be approximately \$1.1 billion dollars, this is lower than the previously published comprehensive business plan as a result of COVID-19. The first priority for the use of M2 Project R funds is to ensure adequate funding for Metrolink operations through FY 2040-41. It is anticipated that the majority of M2 revenue will be required to support operations.

### Fare Revenue

Starting in FY 2016-17, Metrolink began tracking rider-

ship through tickets sales instead of conductor counts. **Figure 2** shows combined revenue and ridership figures. Passenger fare revenue provides roughly half of Metrolink operating expenses with the remainder covered by member agency subsidies. Total fare revenue for the three lines serving Orange County (including Rail 2 Rail) decreased from \$35.7 million in FY 2017-18 to \$27.3 million in FY 2019-20, due to impacts related to COVID-19.

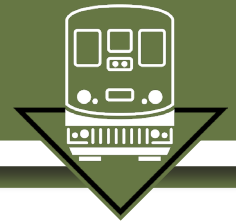
Combined annual ridership for the three lines serving Orange County (including Rail 2 Rail) decreased from 5.1 million in FY 2017-18 to 3.9 million in FY 2019-20. **Figure 3** shows ridership by line. The OC Line continues to carry the most passengers of the three lines serving Orange County.

### Capital

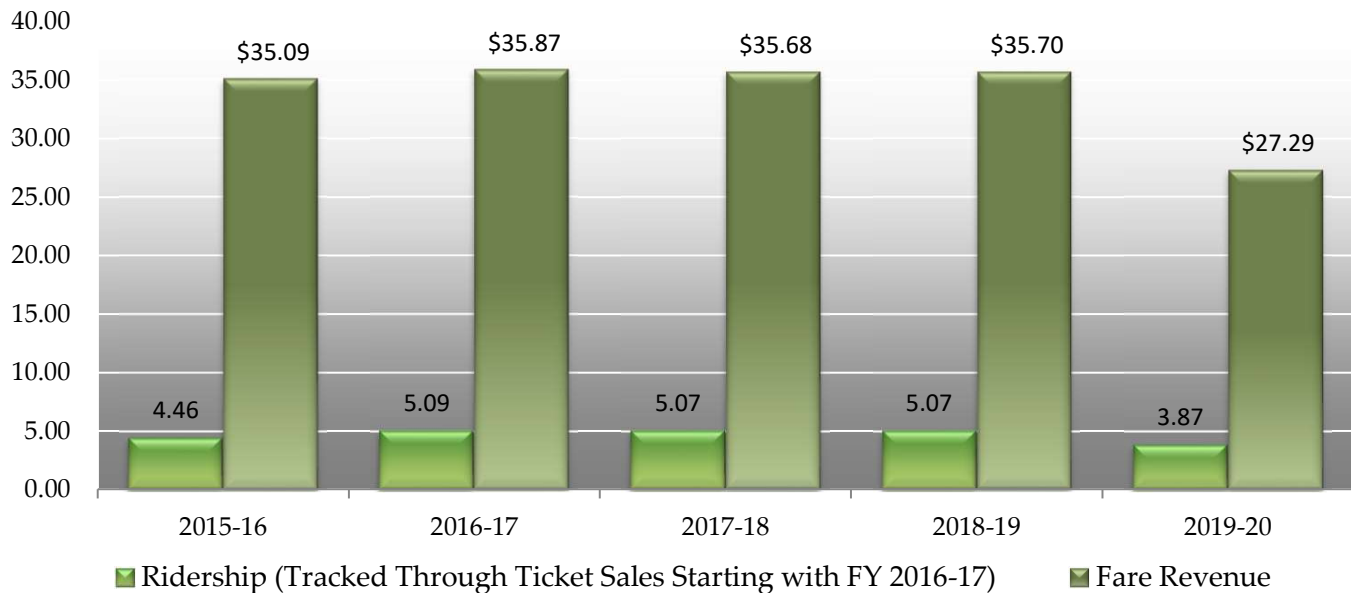
Federal funding is the primary source of funding for rail capital expenditures. Federal funds in combination with available M2 and external funding sources will be necessary to fund track and station rehabilitation, replacement of rail cars and locomotives, design and construction of new rail station improvements, as well as projects to improve track and siding. It is antic-

Metrolink began serving Orange County in 1994.

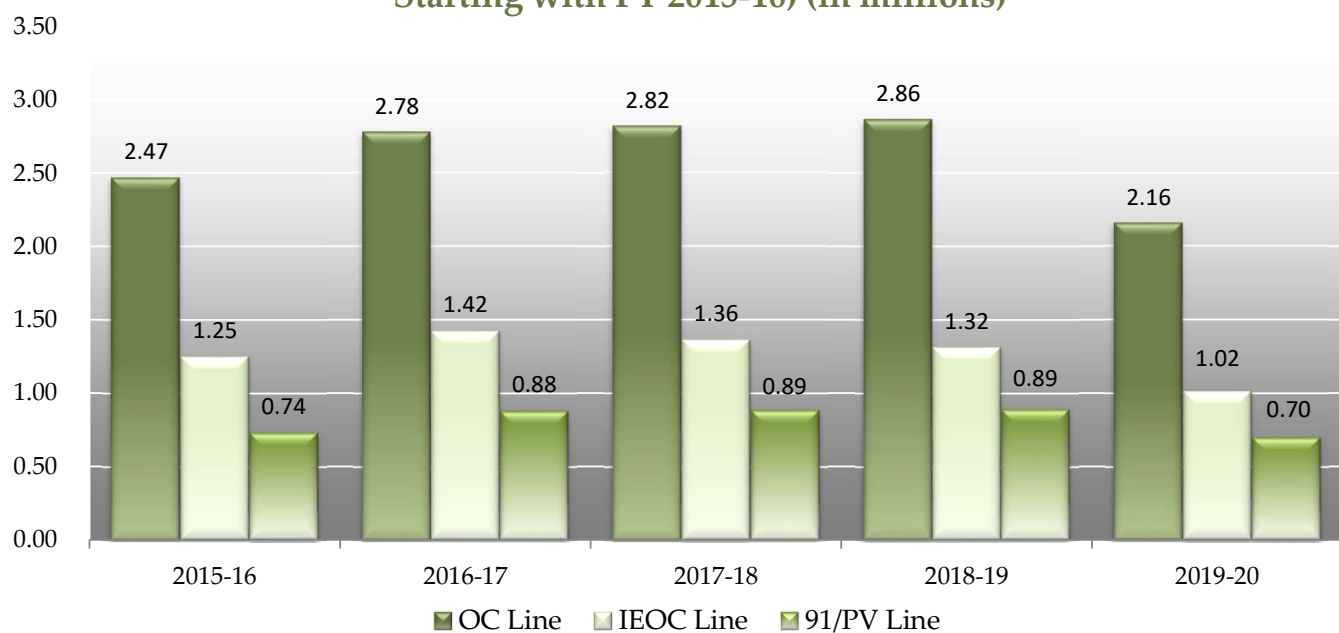




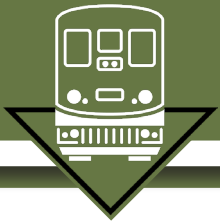
**Figure 2 - Combined Annual Ridership and Fare Revenue for Orange County Lines (in millions)**



**Figure 3 - Annual Ridership by Line (Tracked Through Ticket Sales Starting with FY 2015-16) (in millions)**







## Rail Program

ipated that after completion of currently planned capital expenditures there will be limited funding available for future capital expenditures. As a result, OCTA will likely have to rely on external funding sources to fund capital expenditures outside of the planned capital programs.

### Transit Extensions to Metrolink

M2 establishes a competitive program to enable local jurisdictions to enhance regional transit capabilities by creation of new connections to Orange County Metrolink stations referred to as Project S. Current revenue forecasts suggest that approximately \$979 million of M2 funds will be available over the life of the program to fund improved connections to Orange County Metrolink stations.

### Fixed-Guideways

OCTA, in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running 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 4.15-mile route OC Streetcar project will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community, and traveling public. The OC Streetcar project is being implemented as part of Measure M2 Project S.

In May 2014, the Board directed staff to develop a financial plan to fund capital, operations, and maintenance of the OC Streetcar Project that maximizes the use of state and federal funding sources by leveraging M2 revenues. Financial and implementation plans were approved by the Board in August 2014. In cooperation with the cities in early 2015, OCTA officially became the lead agency for project development, engineering, construction, operations, and maintenance. OCTA entered into a contract for OC Streetcar design services in February 2016. In January 2017, the Federal Transit Administration (FTA) approved the OC Streetcar Project into the engineering phase of the New Starts process. In March 2018, the Board selected Siemens Industries Inc. as the firm to manufacture and deliver the streetcar vehicles needed to support the service.

OC Streetcar is underway to increase transit options for the community.







Beautiful coastline views are standard on Metrolink Rail Service.

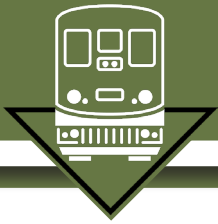
Based upon delays in the Full Funding Grant Agreement (FFGA) execution, extension of the construction project schedule, and market conditions, a revised project funding plan was approved by the Board in July 2018. In September 2018, the Board awarded the project construction contract to Walsh Construction Company II, LLC. In November 2018, the FTA executed the FFGA, securing \$149 million in federal New Starts discretionary funding. In February 2019, the FFGA was awarded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. In May 2020, the OCTA Board approved the award of the operations and maintenance contract to Herzog Transit Services.

Through December 2020, \$53 million has been drawn down on the FFGA. Other federal funds including Congestion Management and Air Quality Improvement Program (CMAQ), and FTA Section 5307 urbanized area formula program, will provide approximately \$68 million. The State has approved approximately \$25

million in Cap and Trade funds to support the project. M2 is providing just over \$165 million. The project cost, as included in the FFGA, is at \$423.44 million, including \$53.64 million in contingency. As of January 2021, approximately \$34.5 million in contingency has been expended or committed.

### ***Bus and Station Vans***

In December 2011, the Board approved the Project S bus and station van extension guidelines. In February 2012, OCTA issued a M2 Project S call for bus and Metrolink station van extension projects making \$10 million available. Two local agencies, Anaheim and Lake Forest, submitted proposals which met Project S guidelines and were approved by the Board. A total of \$733,000 was awarded with each local agency required to meet a ten percent local match requirement. All station van projects funded with Project S are now cancelled or completed.



## Rail Program

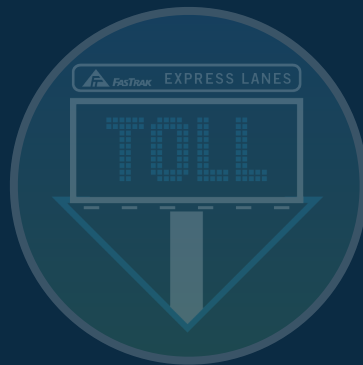
### Cash Flow Statement - Rail

(millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
<b>Beginning balance</b>	\$ 198.0	199.8	214.4	221.5	206.9	158.0	100.7	42.7
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Measure M2 sales tax (Project R)	29.0	29.8	30.9	31.9	32.7	38.5	45.8	53.6
Federal operating revenue	8.5	8.5	8.5	8.5	8.5	7.5	7.3	7.3
Miscellaneous revenue	15.9	5.0	3.0	2.9	3.0	1.2	1.3	1.4
Federal Supplemental Funding	17.5	39.3	22.4	0.0	0.0	0.0	0.0	0.0
<b>Total sources of funds</b>	<b>\$ 71.0</b>	<b>82.6</b>	<b>64.9</b>	<b>43.4</b>	<b>44.1</b>	<b>47.2</b>	<b>54.4</b>	<b>62.4</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Subsidy to SCRRA	46.3	39.3	33.8	35.0	28.3	31.1	34.0	37.2
Management fee expense	2.8	2.9	3.1	3.2	3.4	4.2	4.5	5.5
Professional services	7.3	6.9	6.7	6.8	6.9	7.6	8.3	9.1
Repayment of Proposition 116 Funds	3.1	3.2	3.3	3.4	3.5	4.1	4.7	5.5
Other operating expenses	2.3	2.3	2.9	2.8	2.8	3.2	3.8	4.3
<b>Total uses of funds</b>	<b>\$ 61.7</b>	<b>54.6</b>	<b>49.9</b>	<b>51.3</b>	<b>45.0</b>	<b>50.1</b>	<b>55.3</b>	<b>61.7</b>
<b>Net cash provided by operations</b>	<b>\$ 9.3</b>	<b>28.0</b>	<b>15.0</b>	<b>(7.9)</b>	<b>(0.8)</b>	<b>(2.9)</b>	<b>(0.9)</b>	<b>0.7</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	47.4	22.8	15.9	3.3	3.1	2.7	21.4	110.1
Acquisition/construction of capital assets	(55.3)	(36.6)	(24.8)	(11.5)	(11.5)	(11.9)	(31.5)	(121.1)
Principal & interest paid on TECP/bonds	(1.0)	(1.0)	(1.0)	(1.0)	(1.4)	(2.0)	(2.0)	(2.0)
<b>Net cash used by capital and related financing activities</b>	<b>\$ (9.0)</b>	<b>(14.8)</b>	<b>(9.9)</b>	<b>(9.3)</b>	<b>(9.8)</b>	<b>(11.2)</b>	<b>(12.0)</b>	<b>(13.0)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	1.4	1.4	2.1	2.5	2.7	2.7	1.6	0.6
<b>Net cash provided by investing activities</b>	<b>\$ 1.4</b>	<b>1.4</b>	<b>2.1</b>	<b>2.5</b>	<b>2.7</b>	<b>2.7</b>	<b>1.6</b>	<b>0.6</b>
<b>Net increase/decrease in cash</b>	<b>\$ 1.7</b>	<b>14.6</b>	<b>7.2</b>	<b>(14.6)</b>	<b>(7.9)</b>	<b>(11.5)</b>	<b>(11.3)</b>	<b>(11.7)</b>
<b>Available cash</b>	<b>\$ 199.8</b>	<b>214.4</b>	<b>221.5</b>	<b>206.9</b>	<b>199.0</b>	<b>146.6</b>	<b>89.4</b>	<b>31.0</b>



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# Measure M2



Fiscal Year 2020-21

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## Background

On November 7, 2006, nearly 70 percent of Orange County voters renewed the Measure M (M2) one-half cent sales tax for transportation improvements. The half-cent sales tax is collected by the California Department of Tax and Fee Administration, and then distributed to the Orange County Transportation Authority (OCTA). Using three local University Economics Departments and one professional forecasting agency, OCTA annually updates the forecast for the life of M2. The forecast is currently estimated to provide \$11.6 billion to improve transportation in Orange County over a 30-year period through March 2041. On September 25, 2017, the OCTA Board of Directors (Board) approved externally rebranding M2 to OC Go to promote awareness and to fit in the OCTA family of logos. The M2 Transportation Investment Plan is designed to improve freeways, maintain streets and roads, synchronize traffic signals county-wide, improve travel connections with new and existing transit programs, protect the environment from debris and runoff that pollute Orange County beaches, and preserve natural habitats and native species through the purchase of open space land. The plan calls for the \$11.6 billion to be allocated as summarized in **Figure 1**.

**Figure 1 - M2 Net Investment Allocation by Mode**



## Early Delivery Plans

Since M2 approval, the Board has continued to advance implementation of M2 through the adoption of a series of early delivery plans. These early delivery plans are designed to ensure the delivery of all M2 projects and programs through fiscal year (FY) 2040-41 as promised to the voters, bring transportation improvements earlier to residents and commuters of Orange County, and as appropriate, address slower growth in sales tax revenue through strategic financing and successfully capturing and augmenting the program with available external and local revenue. Early delivery plans to date include:

- Early Action Plan (EAP) – the five-year plan was adopted in 2007 (completed in 2012) to jumpstart the M2 Program prior to M2 sales tax collection in April 2011. The EAP developed guiding principles that set the direction for staff on establishing priorities for project acceleration,
- M2020 Plan - adopted in 2012 and intended to go through 2020. In 2016, this was replaced by the Next 10 Delivery Plan. The plan was designed to address the impact of lower sales tax revenue projections resulting from the impact of the 2008 Great Recession by bringing in external state and federal revenues; and most recently,
- Next 10 Delivery Plan (Next 10 Plan) - adopted in 2016 spans from FY 2016-17 through FY 2025-26. The Next 10 Plan is reviewed annually and addresses a further reduction in the sales tax revenue forecast by bringing in additional local revenues through the allocation of net excess 91 Express Lanes revenue. With four years of the Next 10 Delivery Plan completed to date, in December 2020, the Board approved a shift in the timeframe to FY 2020-21 through FY 2029-30 to allow for more strategic, forward-thinking planning.

**NEXT 10**  
**DELIVERY PLAN**





## Measure M2 Program

### Next 10 Delivery Plan

The Next 10 Plan was approved by the Board in November 2016 and was reviewed and updated in April 2021. The 2020 updated Next 10 Plan, with the adjusted timeframe, provides a blueprint for continued advancement of M2 projects and programs for a ten-year period from FY 2020-21 through FY 2029-30. In addition, it incorporates current cash flows, schedule, and project information. To initially address lower forecasted sales tax revenues, the 2020 updated Next 10 Plan continues to include local revenues through the allocation of net excess 91 Express Lanes revenue, in an amount not to exceed the project costs for eligible projects. The two eligible projects are on State Route 91 (SR-91): Project I, between State Route 55 (SR-55) and State Route 57 (SR-57), and Project J, between SR-55 and the Riverside County line. In October 2020, the 2020 M2 sales tax revenue forecast of \$11.6 billion was presented to the Board, representing the lowest projection since M2 inception. While a reduction in revenues affects the M2 Program as a whole, in most areas within the M2 Plan, programs can be scaled based on available revenue.

In February 2021, the cash flow for the 2020 Next 10 Plan was reviewed and the revised \$11.6 billion sales tax revenue forecast was incorporated along with updated external state and federal programmed funds. The revenue assumptions include a confirmed \$108.9 million contribution from the Transportation Infrastructure Finance and Innovation Act Program, the Board authorized allocation of a portion of net excess 91 Express Lanes revenue currently estimated at an amount up to \$748.7 million, and a \$575 million future bond debt issuance. The 2020 review confirmed, with updated revenue assumptions incorporated into the Next 10 Plan, the entire M2 Plan remains deliverable.

The par amount of bonds issued under the M2 Program totals approximately \$729 million, with an outstanding balance of approximately \$627 million (as of December 31, 2020). During the remainder of the M2 Program, through 2041, there is one additional bond issuance forecasted in FY 2022-23. To help mitigate the impact of the lower sales tax revenue forecast, the size of the additional bond issuance was increased by

**Figure 2: Allocation of M2 Freeway amounts**

Program	\$ millions	%
A - I-5, SR-55 to SR-57	437	9.2%
B - I-5, I-405 to SR-55	279	5.9%
C - I-5, Avenida Pico to San Juan Creek Road	583	12.2%
D - I-5 Santa Ana/San Diego Fwy Interchanges	240	5.0%
E - SR-22, Garden Grove Fwy Access Improvements	112	2.3%
F - SR-55, I-405 to SR-91	340	7.1%
G - SR-57 Orange Fwy Northbound	240	5.0%
H - SR-91, I-5 to SR-57	130	2.7%
I - SR-91, SR-55 to Tustin Avenue Interchange	387	8.1%
J - SR-91, SR-55 to SR-71	327	6.9%
K - I-405, SR-73 to I-605	997	20.9%
L - I-405, I-5 to SR-55	297	6.2%
M - I-605, Katella Interchange	19	0.4%
N - Freeway Service Patrol (FSP)	139	2.9%
FM - Freeway Mitigation	238	5.0%
<b>Total</b>	<b>4,765</b>	<b>100%</b>

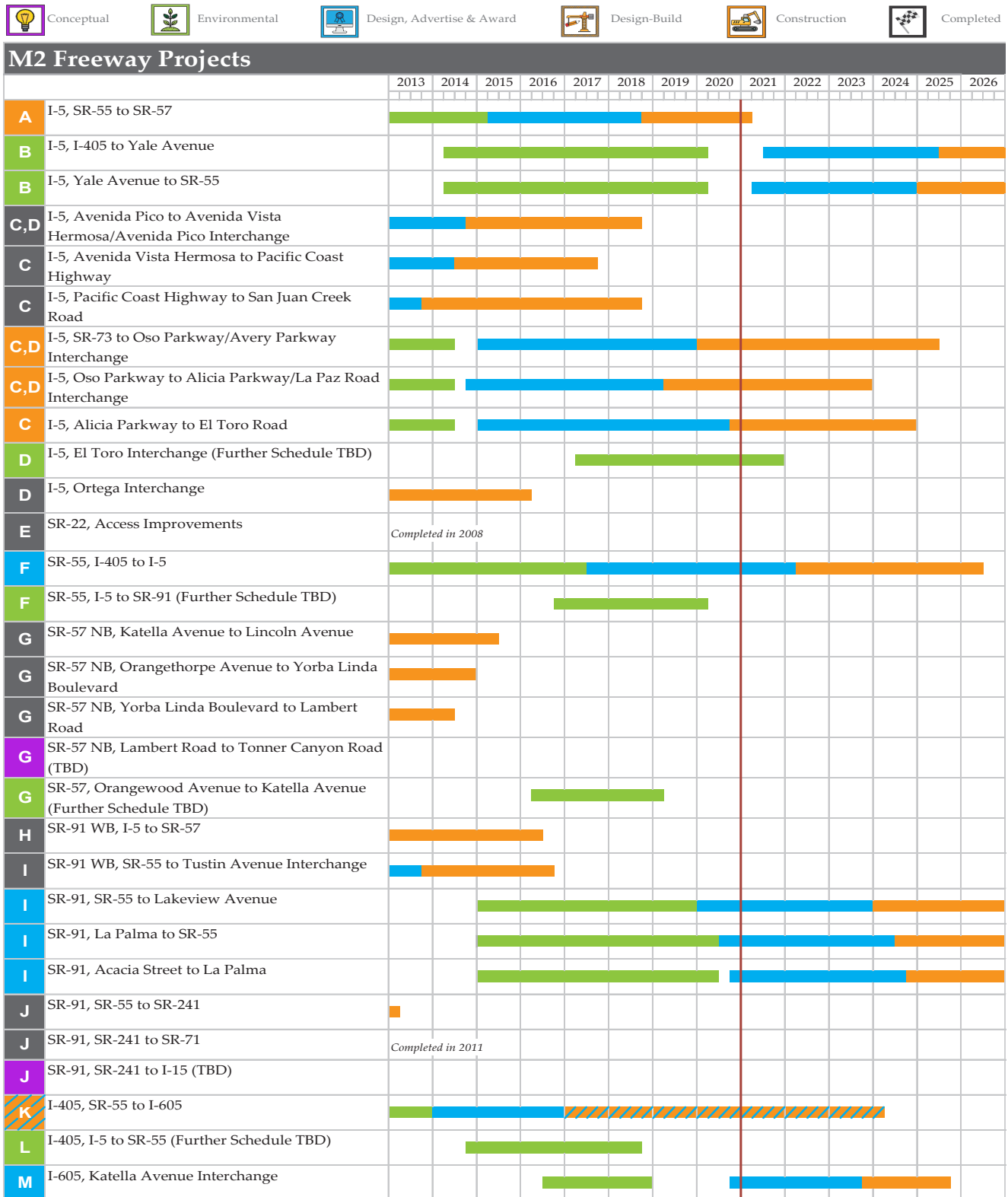
approximately \$275 million (as compared to the 2019 Next 10 Plan), bringing the total amount to \$575 million (the larger issuance is one of five factors presented under the 2020 Next 10 Plan update to overcome financial hurdles and continue project delivery progress).

### Freeway Program

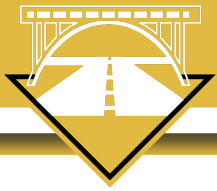
The M2 Transportation Investment Plan allocates 43 percent of M2 net revenue to freeway improvements, which represents approximately \$4.8 billion over the life of M2 and broken down by freeway segment in **Figure 2**. Major traffic chokepoints on almost every Orange County freeway are planned to be improved. When originally passed, 13 freeway projects were highlighted in the M2 Transportation Investment Plan. Since then, these projects have been segmented into 30 projects. Because of early delivery plans, significant progress has already been made including the completion of 12 projects with new lanes, new interchanges, and new bridges on SR-91, Interstate 5 (I-5), SR-57, and State Route 22. Five projects are currently in construction: one on the I-405 (discussed below) and four on the I-5 (one in central and three in south Orange County). Additionally, five projects are in or starting final design. The remaining projects are currently moving forward in various stages of project development. The anticipated schedule for M2 freeway projects is shown in **Figure 3**.



**Figure 3 - Freeway Program Project Schedule**



Project schedules are based on phase start dates. Shown schedules are subject to change.  
 Project K is a Design-Build project, with some overlap in activities during phases. Phase work can be concurrent.



## Measure M2 Program

### Figure 4 -Freeways

#### Next 10 Plan Updated Initiatives

- 1 Deliver construction of 14 freeway project segments; six along Interstate 5 (I-5), one along Interstate 405 (I-405), two along State Route 55 (SR-55), one along State Route 57 (SR-57), three along State Route 91 (SR-91), and one along Interstate 605 (I-605) (Projects A, B, C, C/D, F, G, I, K, and M).
- 2 Prepare the remaining four project segments for delivery. This includes one on I-405, SR-91 and SR-57; and one interchange project at I-5/El Toro Road (Projects D, G, J and L).

One of the centerpieces of the 2020 Next 10 Delivery Plan is the improvement to the I-405 Freeway. Project improvements include adding a general purpose lane in each direction of the I-405 Freeway, from Euclid Avenue to the I-605 Interchange (Project K), and adding an additional lane in each direction that would combine with the existing HOV lane to provide dual tolled express lanes in each direction on the I-405, from SR-73 to I-605. On April 27, 2015, the OCTA Board voted to take the lead on implementing both the general-purpose lanes promised in M2 and the express lanes, which will be financed separately and paid from toll revenues.

To adhere to the promises of M2, the 2020 Next 10 Delivery Plan includes several delivery goals for the freeway program from FY 2020-21 through FY 2029-30 in **Figure 4**.

M2 allocates at least five percent of freeway program net revenues for an Environmental Mitigation Program (EMP) designed to address biological impacts from the M2 freeway projects. This is achieved through a comprehensive mitigation effort that ensures early and higher-value environmental benefits such as habitat protection, connectivity, and resource preservation. In 2017, OCTA received streamlined biological resource permits in exchange for the development of the Natural Community Conservation Plan/Habitat Conser-

vation Plan and Environmental Impact Report/Environmental Impact Statement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies. As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway improvement projects with mitigation requirements already in place. This program was slated for early delivery by the Board and following voter approval of M2, in summer 2007, the Board authorized a total of approximately \$55 million: \$42 million for property acquisitions, \$10.5 million for habitat restoration activities, and \$2.5 million for conservation plan development and program support. To date, OCTA has acquired seven properties in Brea, Laguna Beach, Silverado Canyon, and Trabuco Canyon (Preserves) totaling approximately 1,300 acres and funded 12 habitat restoration projects to restore approximately 350 acres of open space lands throughout Orange County. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation.

OCTA currently holds the title and interim land management responsibility of the Preserves. Over time, the

### Figure 5 - Environmental Mitigation

#### Next 10 Plan Updated Initiatives

- 1 Oversee and manage the Preserves while the endowment is being established, and determine long-term land manager(s) and endowment holder(s).
- 2 Focus environmental mitigation program resources funding as a first priority toward the establishment of the endowment for the Preserves.
- 3 Review and update the resource management plans on the Preserves as appropriate (projects A-M). This includes the development of fire management plans for each of the Preserves.
- 4 Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments. This includes working with the restoration project sponsors to remediate damages caused by the 2020 Silverado and Bond fires.





long-term management of the Preserves will be transitioned to an entity whose core function is to manage conservation lands. As part of the Conservation Plan process, in 2014, the Board approved a non-wasting endowment target of \$34.5 million for long-term management of the conservation properties. In September 2016, the Board approved the selection of California Community Foundation to serve as endowment fund manager for the M2 EMP. To date, five payments totaling \$14.4 million have been deposited into the endowment. It is estimated that it may take seven more years to fully fund the endowment. The 2020 Next 10 Delivery Plan includes several deliverable goals for the EMP through FY 2029-30 in **Figure 5**.

## Streets and Roads Projects

Orange County has more than 6,500 lane miles of aging streets and roads, many in need of repair and rehabilitation. M2 will allocate 32 percent of net revenues, estimated at \$3.5 billion, to streets and roads. Approximately \$1.1 billion is planned to be allocated to the Regional Capacity Program (RCP), \$443 million is planned to be allocated to the Regional Traffic Signal Synchronization Program (RTSSP) and \$2 billion is planned to be allocated to the Local Fair Share Program

M2 funds help repair and rehabilitate the streets of Orange County.



**Figure 6 - Allocation of M2 Streets & Roads Funds**

Program	\$ millions	%
Regional Capacity Program	1,108	31.3%
Signal Synchronization Program	443	12.5%
Local Fair Share Program	1,995	56.3%
Total	3,546	100%

as shown in **Figure 6**. These funds will help fix potholes, improve intersections, synchronize traffic signals county-wide, and make the existing network of streets and roads safer and more efficient. To date, OCTA has awarded local agencies approximately \$427 million in RCP and RTSSP funds and has paid out over \$200 million of the awarded funding for local streets and roads improvements.

The RCP (Project O), in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. The program also provides for intersection improvements and other projects to improve street operations and reduce congestion. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, and project readiness. In May 2020, the Board approved programming recommendations for the tenth call for projects in the amount of \$23.4 million, totaling approximately \$319.6 million in aggregate for RCP projects.

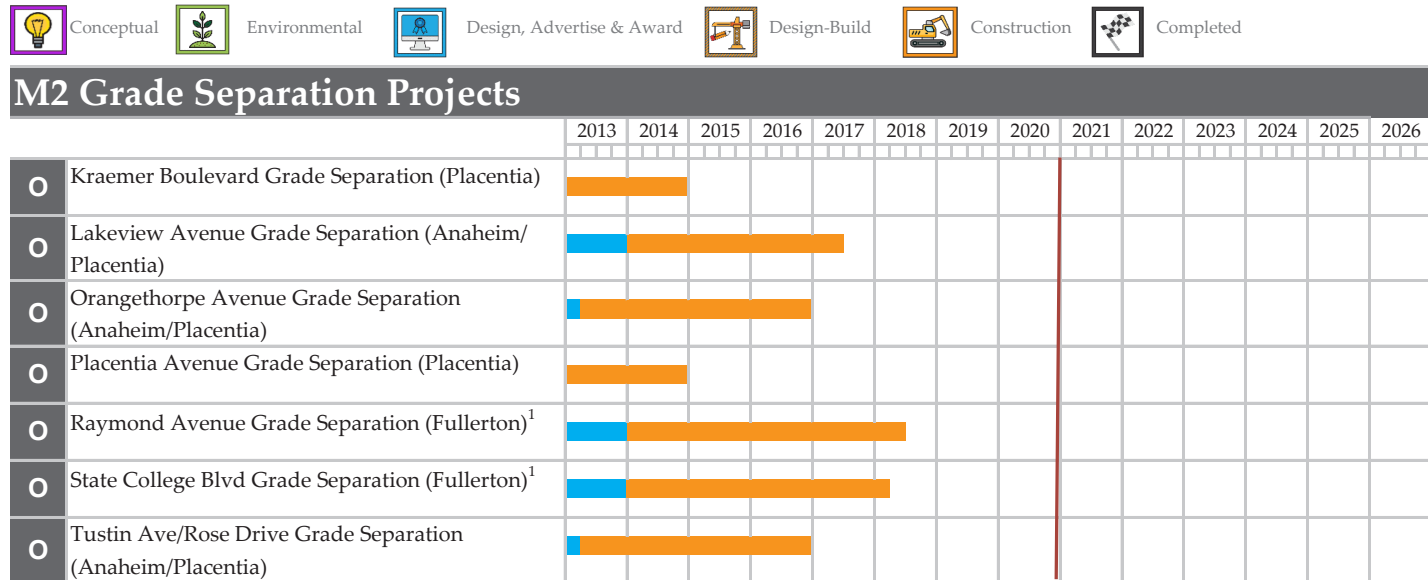
In addition to RCP, Project O also includes the OC Bridges program, which comprises of seven railroad grade separation projects in the cities of Anaheim, Fullerton, and Placentia. In July 2020, the Board approved a revised funding plan of \$667.7 million for the OC Bridges program. Along with M2 funds, the program successfully leveraged most of the funds (\$518.3 million) from state, federal, and local sources. Construction on all seven of these projects is complete with closeout activities being finalized. The schedule for the M2 grade separation projects is shown in **Figure 7**.

The RTSSP (Project P) targets over 2,000 signalized intersections across Orange County for coordinated operation. The goal is to improve the flow of traffic by devel-



## Measure M2 Program

**Figure 7 - OC Bridges Project Schedule**



<sup>1</sup> Projects managed by local agencies.

Project schedules are based on phase start dates. Shown schedules are subject to change.

**Figure 8 - Streets & Roads**

### Next 10 Plan Updated Initiatives

- 1 Provide annual calls for competitive funding to local jurisdictions to expand roadway capacity and synchronize signals (Project O and P).
- 2 Provide flexible funding to local jurisdictions to help maintain aging streets or for use on other transportation needs as appropriate (Project Q).

oping and implementing regional signal coordination programs that cross jurisdictional boundaries. In May 2020, the Board approved programming recommendations for the tenth call for projects in the amount of \$12.1 million, totaling approximately \$107.4 million in aggregate for RTSSP projects. As of December 2020, OCTA and local agencies have met and exceeded the target of 2,000 synchronized intersections along 746 miles of streets. From 2021-2030, the entire network of signals is anticipated to be retimed or optimized at least twice which equates to more than 4,000 intersections retimed over the ten-year period.

The Local Fair Share Program (Project Q) receives 18 percent of net revenues and assists cities and the County of Orange in keeping up with the rising cost of repair-

ing the aging street system. Local agencies can use these funds for local transportation needs, including residential street projects, traffic and pedestrian safety near schools, and signal priority for emergency vehicles. Since the program is designed to augment, rather than replace existing transportation expenditures, cities are required to meet a set of guidelines on an annual basis to receive the funds. Once a local agency has met the guidelines, the funds are distributed on a formula basis which accounts for population, street mileage, and amount of sales tax collected in each jurisdiction. Since inception, approximately \$475 million of Local Fair Share funds has been distributed to local agencies. It is estimated that approximately \$53 million will be distributed in FY 2020-21. The 2020 Next 10 Delivery Plan for streets and roads recommends three major ini-

**Figure 9 - Allocation of M2 Transit Funds**

Program	\$ millions	%
High Frequency Metrolink Service	1,105	39.9%
Transit Extensions to Metrolink	979	35.3%
Metrolink Gateways	57	2.0%
Fare Stabilization	163	5.9%
Senior Mobility Program	111	4.0%
Senior Non-Emergency Medical Transportation	111	4.0%
Community Based Transit/Circulators	222	8.0%
Safe Transit Stops	24	0.9%
Total	2,772	100%



tiatives through FY 2029-30 in **Figure 8**.

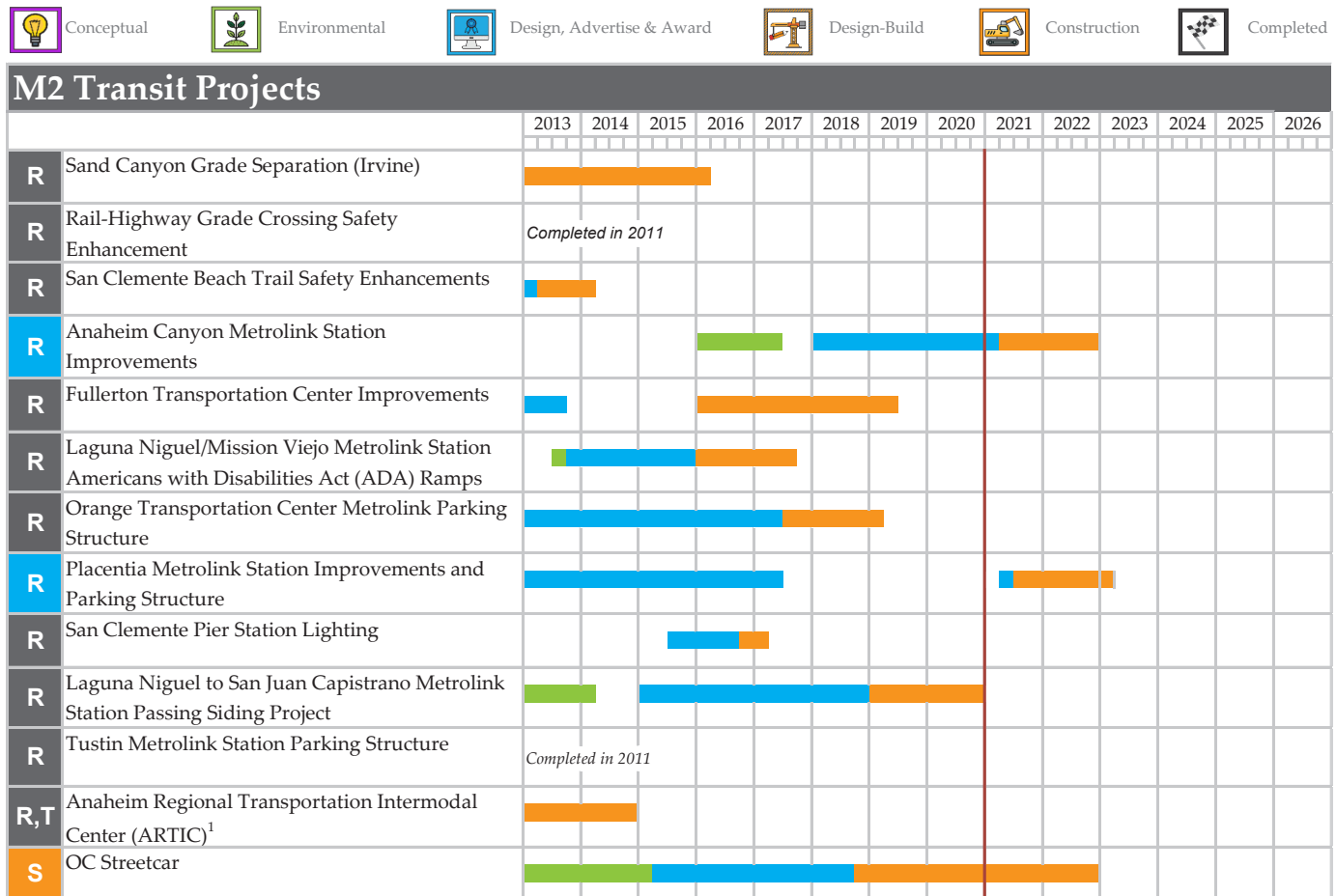
## Transit Projects

Of the net revenues raised by M2, 25 percent, estimated at \$2.8 billion, is allocated to expand and improve Orange County's rail and bus service. Approximately \$2.1 billion of the transit funds are planned to be allocated to High Frequency Metrolink Service, Transit Extensions to Metrolink, and Metrolink Gateways. Additionally, over \$628 million is planned to be used to expand choices for seniors & persons with disabilities, Community Based Transit/Circulators, and Safe Transit Stops as shown in **Figure 9**.

The High Frequency Metrolink Service Program (Project R) provides funding for increased rail service within Orange County, including additional service

implemented in FY 2014-15. This program provides for track improvements, upgraded stations, additional parking, safety improvements, and other related items to accommodate expanded service. Metrolink service has been greatly impacted by the statewide stay-at-home orders that resulted from the COVID-19 pandemic. Depending on Metrolink ridership recovery projections and future service level assumptions, maintaining pre-COVID-19 service or expansion of service may no longer be feasible. Metrolink service relies on an operating subsidy, of which M2 funds are planned to be the primary source throughout the life of M2. OCTA will continue to actively engage with Metrolink and other member agencies to monitor ridership levels and its financial impacts to M2. Please see the Rail section for more details on this program. The anticipated schedule for M2 Transit projects is shown in **Figure 10**.

**Figure 10 - Transit Program Project Schedule**



<sup>1</sup> Projects managed by local agencies.

Project schedules are based on phase start dates. Shown schedules are subject to change.





## Measure M2 Program

Measure M2 funded street and road improvements keep Orange County roads and streets safer and more efficient.



The Transit Extensions to Metrolink Program (Project S) establishes a competitive program for local jurisdictions to broaden the reach of the rail system to communities and major activity centers that are not immediately adjacent to the Metrolink corridor. These connections include a variety of transit technologies such as conventional bus, bus rapid transit, streetcar, or other high capacity rail transit systems if they can be fully integrated and provide seamless transition for the users. Please see the Rail section for more details on the transit extensions to Metrolink Program.

The Metrolink Gateways Program (Project T) provides funds for local improvements necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route. Through a call for projects in FY 2008-09, the City of Anaheim was awarded funding to convert/relocate the Anaheim Metrolink/Amtrak station to a new location that would allow for a multimodal facility to be built that accommodates the State's planned high-speed rail system.

The Anaheim Regional Transportation Intermodal Center (ARTIC) opened on December 6, 2014. The construction of ARTIC satisfied the objective of Project T, and the Board authorized the remaining balance to be programmed to Projects R and U.

The Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) provides funds to support mobility choices for seniors and persons with disabilities. This funding supports the senior and disabled Fare Stabilization Program, the Senior Mobility Program (SMP), and the County of Orange Senior Non-Emergency Medical Transportation Program (SNEMT). Combined to make up Project U, these programs provide services to meet the growing transportation needs of seniors and persons with disabilities.

The Fare Stabilization Program ensures that fares are discounted for seniors and persons with disabilities. With the revised allocation of net revenues for the Fare Stabilization Program due to the closeout of Project T,



the Fare Stabilization Program is expected to receive approximately \$165 million in net sales tax revenue over the life of M2.

The SMP was established in 2001 and for the first ten years was supported with Transportation Development Act funds. Currently, 32 cities participate in the program offering a variety of local senior transportation resources for medical, nutrition, shopping, and social trips. Cities are required to contribute a 20 percent match for the cost of SMP service. It is anticipated that approximately \$110 million of M2 funding will be available for this program over the life of M2.

The SNEMT Program was established by the County of Orange in 2002. The SNEMT fills a gap in senior transportation services for those seniors who do not qualify for ACCESS or whose advanced age or profound condition make it difficult to use ACCESS service. M2 funding for this program supplements existing County funding to expand the capacity of the program and increase the number of available SNEMT trips. It is anticipated that approximately \$110 million of M2 funding will be available for this program over the life of M2.

The Community Based Transit/Circulators Program (Project V) is a competitive program for local jurisdictions to develop bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services, as well as meet needs in areas not adequately served by regional transit. Projects are required to meet performance criteria, be financially viable, be competitively bid, and cannot duplicate or compete with existing transit services (except for regional transit services). To date, the Board has approved four rounds of funding, totaling approximately \$52 million for 35 projects and ten planning grants, located in cities throughout the county.

The Safe Transit Stops Program (Project W) provides for passenger amenities at 100 of the busiest transit stops across the county. The stops will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. The Board approved the framework for the Safe Transit Stops Program in March 2014. OCTA staff worked with

**Figure 11 - Transit**

## Next 10 Plan Updated Initiatives

- 1 Complete two rail station improvements (Project R).
- 2 Sustain Metrolink service as an attractive alternative to driving in Orange County.
- 3 Complete construction and begin operating the OC Streetcar.
- 4 Incorporate recommendations from planning studies to guide development of future transit connections.
- 5 Support expanded mobility choices for seniors and persons with disabilities.
- 6 Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
- 7 Continue to improve the top 100 busiest transit stops in Orange County.

local agencies to develop a needs assessment and applications to request funding for Safe Transit Stops. The needs assessment considered factors such as ridership demand, current age and condition of the transit stops, and other factors identified by the local agencies. To date, the Board has approved over \$3 million to support improvements at 114 locations. The 2020 Next 10 Plan for transit recommends seven major initiatives through FY 2029-30 as shown in **Figure 11**.

## Environmental Cleanup Projects

The M2 Program allocates two percent of gross sales tax revenue, which represents approximately \$225 million, to the Environmental Cleanup Program (ECP) designed to supplement, not supplant, existing transportation-related water quality programs. Development of ECP Program guidelines have been approved by the Board. The M2 Environmental Cleanup Allocation Committee makes recommendations to the Board on the allocation of funds for water quality improvements.

In May 2010, the Board approved a two-tiered approach to fund the ECP. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such





## Measure M2 Program

as litter and debris, which collect on roadways and in catch basins prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related best management practices. Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. Since August 2011, the Board has approved funding of \$27.3 million for 189 Tier 1 projects.

The Tier 2 Grant Program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects. Examples may include, but are not limited to, constructed wetlands, detention/infiltration basins, and bioswales. These types of water quality projects mitigate pollutants such as heavy metals, organic chemicals, sediment, nutrients, and pathogenic material related to roadway runoff. Since 2011, 22 Tier 2 projects have been awarded totaling approximately \$28 million.

The 2020 Next 10 Delivery Plan for the Environmental Cleanup Plan recommends two major initiatives through FY 2029-30 as shown in **Figure 12**.

### Taxpayer Safeguards and Audits

Through FY 2040-41, one percent of M2 gross revenue, approximately \$115 million, is allocated for salaries and benefits related to program oversight. Additionally, \$330 million is set aside for audits, safeguards, taxpayer protection, and non-project related expenditures. Lastly, as mandated by state law, approximately 1.2 percent, or \$124 million, of the gross sales tax revenue generated by M2 must be paid to the California Department of Tax and Fee Administration for collecting and distributing the countywide one-half percent sales tax revenue that funds the M2 Program.

### Figure 12 - Environmental Cleanup

#### Next 10 Plan Updated Initiatives

- 1 Protect Orange County beaches from entering waterways and inlets that ultimately lead to the ocean.
- 2 Work with the Environmental Cleanup Allocation Committee to develop the next tiers of water quality funding programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (Project X).

Scenic pathway leading down to beach.



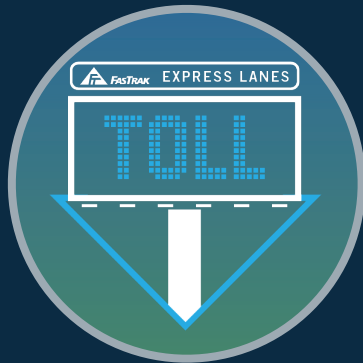


## Cash Flow Statement - Measure M2

(millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
<b>Beginning balance</b>	\$ 1,110.7	780.6	522.7	642.6	439.4	227.5	304.9	216.3
<b>Sources of funds:</b>								
Sales tax revenue	304.9	315.9	327.2	338.7	346.8	409.6	481.0	558.7
Bond proceeds	-	-	573.0	-	-	-	-	-
Interest	7.5	5.2	5.3	5.2	4.9	5.2	11.5	18.0
Other revenues (private, local, state, & fed. funding)	240.9	307.0	204.4	159.8	191.9	0.0	75.6	-
<b>Total sources of funds</b>	\$ 553.3	628.0	1,110.0	503.8	543.6	414.8	568.1	576.8
<b>Debt service</b>								
Gross debt service on TECP/bonds	42.6	42.6	85.3	85.3	88.2	92.1	92.0	91.9
<b>Total debt service payments</b>	42.6	42.6	85.3	85.3	88.2	92.1	92.0	91.9
<b>Program expenditures</b>								
Freeway projects	461.2	540.8	573.6	402.3	263.2	57.2	199.0	159.1
Streets & roads projects	126.1	125.8	127.7	129.6	134.9	116.5	134.6	168.8
Transit projects	230.8	149.2	180.6	68.9	97.4	91.6	111.4	126.2
Environmental cleanup	7.8	12.0	6.8	4.2	11.8	7.7	5.2	5.6
Taxpayer safeguards & audits	6.3	6.5	6.8	7.0	7.2	8.5	9.9	11.5
Non-project related expenditures	8.7	9.1	9.4	9.7	9.9	11.7	13.8	16.0
<b>Total program expenditures</b>	840.9	843.3	904.8	621.7	524.4	293.2	473.9	487.3
<b>Net cash provided by operations</b>	\$ (330.2)	(257.9)	119.9	(203.2)	(69.0)	29.5	2.2	(2.5)
<b>Available cash</b>	\$ 780.6	522.7	642.6	439.4	370.4	257.0	307.0	213.8

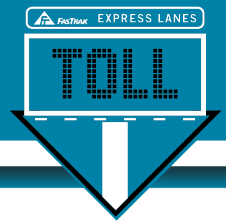
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# Express Lanes



Fiscal Year 2020-21

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## Background

The Orange County segment of the 91 Express Lanes is a four-lane, ten mile toll road extending from the Orange/Riverside County Line west to the State Route 55 (SR-55). The 91 Express Lanes project was authorized as a toll road by the State of California legislature in 1989 and built at a cost of \$135 million. The toll road opened on December 27, 1995.

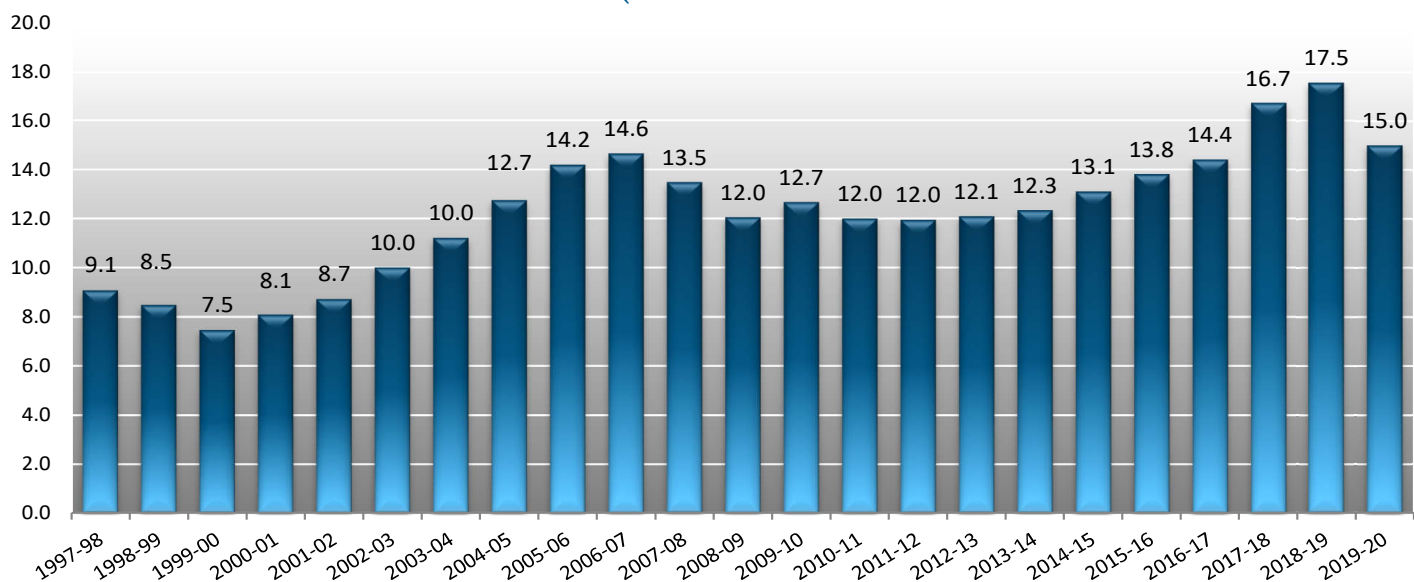
The California Private Transportation Company (CPTC) was the original owner of the 91 Express Lanes. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of the State Route 91 (SR-91). This zone prohibited improvements along the corridor for 30 years in order to satisfy bondholder requirements for a secure revenue stream. This created mobility problems as the region and corresponding transportation demands grew. Evidence of that growth was supported by the fact that total traffic volume on the 91 Express Lanes grew from 9.1 million in fiscal year (FY) 1997-98 to 15 million in FY 2019-20. **Figure 1** on the following page shows historical traffic volumes for the Express Lanes.

To mitigate growing concerns over congestion, the Orange County Transportation Authority (OCTA)

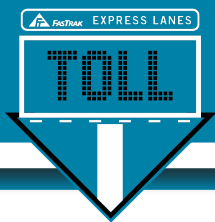
acquired the 91 Express Lanes franchise rights from CPTC in January 2003. The purchase was enabled by Assembly Bill (AB) 1010 (Correa), which eliminated the non-compete provision, clearing the way for future enhancements that will increase capacity and improve traffic flow. The franchise rights would have been terminated on December 26, 2030.

On September 30, 2008, the governor approved Senate Bill (SB) 1316 (Correa) as an update to the provisions of AB 1010. SB 1316 authorized OCTA to assign its franchise rights, interests, and obligations in the Riverside County portion to the Riverside County Transportation Commission (RCTC), thereby allowing RCTC to add two toll lanes and a regular lane in each direction on the SR-91 from the Orange/Riverside County line to Interstate 15 (I-15). RCTC's project, which opened for traffic in March 2017, extended the 91 Express Lanes by an additional eight miles. In addition, the bill authorized the terms of the franchise to expire no later than December 31, 2065. SB 1316 also required OCTA and RCTC to enter into an agreement providing for the coordination of their respective tolling facilities if RCTC was to construct and operate the toll facilities on the Riverside County portion of the SR-91 franchise.

**Figure 1 - Historical Traffic Volumes**  
(in millions)







## Express Lanes



91 Express Lanes.

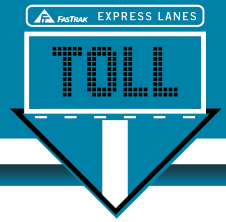
In December 2011, the OCTA Board (Board) approved a cooperative agreement that detailed the joint operation and defined each agency's roles and responsibilities for the 91 Express Lanes extension during the design, construction, operations, and maintenance phases of the project. A joint operation of the 91 Express Lanes would create economies of scale, cost benefits through joint contracting, and joint provision of certain services related to the operation and maintenance of the 91 Express Lanes for both OCTA and RCTC. The major provisions of the cooperative agreement with RCTC included the equal distribution of certain non-toll revenues in addition to the equal share of operator costs and other services related to the operation of the 91 Express Lanes.

Beginning in March 2020 residents of Orange County, California were placed under a "stay-at-home" order. State and local governments across the United States issued orders for residents to self-quarantine and refrain from non-essential travel in an effort to slow the spread of COVID-19. These efforts caused the economy to slow and have resulted in decreases in traffic volumes and toll revenues for the 91 Express Lanes. OCTA will continue to evaluate COVID-19 conditions and impacts to the economy as well as monitor traffic volumes, revenues, and operational activities.

### Toll Policies

In May 2003, the Board underscored its commitment to mobility by endorsing a policy allowing the 91 Express Lanes users driving zero-emission vehicles, motorcycles, vehicles with disabled plates, disabled veterans' plates, and users with three or more persons per vehicle to ride free. One exception to this free ride policy is for the hours between 4 p.m. to 6 p.m., Monday through Friday, in the eastbound direction, where they pay 50 percent of the posted toll rate. In an effort to keep the 91 Express Lanes uniform between both Orange and Riverside counties, in August 2012, RCTC adopted the same discounted tolling policy.

The Board also approved a "congestion management" toll pricing policy in July 2003. The objective of the policy is to use pricing to optimize the number of vehicles that can safely travel on the toll road at free-flow speeds during all hours, including peak hours. The toll policy uses trigger points defined as a percentage of maximum and minimum optimal capacity, along with constant monitoring of hourly, daily, and directional traffic volumes, to adjust tolls up or down. The toll rates are increased when volumes have grown to the point where the traffic flow could become unpredictable and are decreased in order to stimulate demand and encourage use of the 91 Express Lanes.



### Transponders and Accounts

Since the 91 Express Lanes is a fully electronic toll facility, motorists pay tolls through the convenient use of windshield mounted FasTrak® transponders that automatically deduct toll charges from a prepaid account. As of December 2020, there were 150,608 active customer accounts, with 407,031 transponders assigned to those accounts.

As of January 1, 2019, all California tolling agencies will be required to read a new transponder protocol, 6C. California also requires the phase out of the existing Title 21 protocol by January 1, 2024. The 6C protocol is an open, non-proprietary communication standard developed by the International Organization of Standards for passive radio frequency identification transponders and readers. Since it does not require a battery to operate, 6C transponders are available in a variety of forms, such as hard-case for 2-position and 3-position switchables and sticker types. This new protocol will lower the cost of transponders for the 91 Express Lanes. In addition to replacing the readers for the 6C transponder protocol, OCTA began issuing 6C transponders in January of 2020.

### Toll Road Revenue

#### Operations

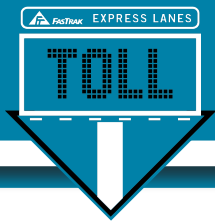
Revenues for the 91 Express Lanes can be divided into two categories: toll revenues and non-toll revenues. Projected toll road revenues are provided in **Figure 2**.

Toll revenues comprise the majority of the revenue generated by the 91 Express Lanes. Toll revenues include tolls collected from 91 Express Lanes patrons using the toll facility as well as tolls collected from customers of other toll agencies that utilize the 91 Express Lanes. Due to the effects of the COVID-19 pandemic and the California “stay-at-home” order, toll traffic volume experienced large declines as non-essential travel was limited. April 2020, the OCTA segment traffic volume and gross potential toll revenue decreased by 80 percent and 71 percent, respectively as compared to the same period last year. As of the end of January 2021, the FY 2020-21 to date traffic volume and gross potential toll revenue decreased by 23.6 percent and 18 percent, respectively. OCTA staff anticipates recovery in toll revenues to continue as restrictions are lifted and people become more confident in resuming normal

**Figure 2 - Projected Toll Road Revenues  
(in millions)**







## Express Lanes

activity based in part on the availability of vaccines. The average long-term rate of growth for toll road revenues is projected to be 4.2 percent.

The largest component of non-toll revenues is comprised of account maintenance fees. Income from violation processing fees represents another large component of non-toll revenues. Other non-toll revenues include plate read fees, lost and stolen transponder fees, and miscellaneous fees.

### Capital

An internal capital reserve account was created as a fund for OCTA to deposit excess revenues into on an annual basis. This fund will be used for future capital expenditures on the 91 Express Lanes. After paying for operating expenditures, debt service, and reserves, state law allows remaining funds to be used for general improvements.

An additional capital reserve fund was approved by the Board in October 2017, specifically for eligible projects along the SR-91 corridor in areas adjacent to the 91 Express Lanes. This fund will contribute to the SR-91 widening, including two Measure M2 (M2) projects, SR-57 to SR-55 (Project I) and SR-241 to I-15 (Project J) in an amount not to exceed \$748.7 million.

### Toll Road Operating & Capital Expenditures

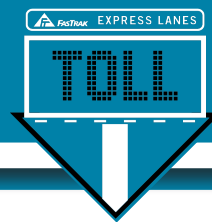
Expenses include operating costs, capital purchases, reserve set-asides, and debt payments (e.g. senior debt service and subordinated debt repayment). There are two types of reserve set asides, those that are required by the senior bond indenture and the internal capital reserve fund established by the Board. All reserves are fully funded. Projected capital and operating expenses are provided in **Figure 3**.

### Operations

OCTA contracts with Cofiroute USA (Cofiroute) to provide management and operational services for the 91 Express Lanes. Cofiroute is responsible for the day to day operations of the toll facility, including management of the Customer Service Center in Corona, the Traffic Operations Center in Anaheim, and the Customer Assistance Patrol, which assists stranded motorists on the 91 Express Lanes. Additional operating expenses include credit card processing fees and toll road account servicing. In May 2013, the Board approved a three-party operating agreement, which expires on June 30, 2021, between OCTA, RCTC, and Cofiroute that identified Cofiroute as the service operator for the entire length of the 91 Express Lanes. In November 2019, the Board approved a subsequent three-party operating agreement between OCTA,

**Figure 3 - Projected Toll Road Capital and Operating Expenses**  
(in millions)





The Pavement Replacement Project on the 91 Express Lanes was completed in 2016.

RCTC, and Cofiroute to provide the back-office/account management system and customer service center operations services for the 91 Express Lanes in Orange and Riverside Counties.

Routine maintenance is scheduled on every third Sunday (weather permitting) and is performed by Caltrans. Routine maintenance consists of sweeping, replacement of channelizers, and other repairs which can only be performed while the lanes are closed for crew safety. Closures are kept to a minimum and scheduled for non-peak traffic times.

### **Capital**

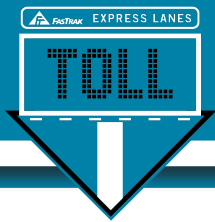
The Electronic Toll and Traffic Management (ETTM) system identifies and captures vehicle information for customer account billing or violation processing. In 2018, a contract was executed with Kapsch TrafficCom USA, Inc; for the full architectural replacement of the ETTM System at a cost of \$7.5 million and future maintenance of the system at \$6.2 million. Project management and upgrades to the ETTM are planned to take place every seven to ten years, at a cost of \$3.5 million for a partial upgrade and a full system replacement for \$8 million. The services and upgrades will further improve the reliability, accuracy, and documentation of toll transactions.

In June 2011, the Revenue and Account Management System (RAMS), the back-office/account management software developed by Cofiroute was deployed on the 91 Express Lanes' network. The RAMS retrieves data from the ETTM System, calculates the correct

toll amounts, and automatically charges the customer accounts. In addition, the system interfaces with the California Department of Motor Vehicles in order to retrieve information, and if appropriate, generates violation notices to be mailed to motorists who cannot be identified as customers. The system also interfaces with the customer service center's telephone system, the 91 Express Lanes' website, and exchanges files with other toll agencies for the processing of interoperability transactions. Replacement of the system is planned to take place every ten years. It is anticipated to cost OCTA \$8.0 million for full replacement of the system during each ten-year cycle.

The 91 Express Lanes pavement has been in place since the lanes were constructed in 1995. In FY 2006-07, OCTA completed the pavement maintenance project when the pavement in the buffer area was found to have exhibited some surface loss with hairline cracks developing at a few locations. As part of the project, pavement cracks were filled, and sections of the road were re-paved and re-sealed to reduce the rate of roadway deterioration. Since the pavement's design life was estimated to be 20 years, pavement analysis was conducted in order to assess whether an overlay or replacement was needed. It was determined that a full replacement would be best, and work began in September 2016 with partial weekend closures of the express lanes to complete the project. The pavement replacement work was completed in December 2016.

As part of the pavement replacement project, OCTA also replaced the variable message and price signs,



## Express Lanes

along with the attached structures. There is a total of six signs that were replaced for \$687,000. The total cost of the pavement replacement project was \$15.2 million, with upgrades planned about every 10 years.

Other capital expenditures include facilities upgrades to the customer service center and administrative office, which houses the traffic operations center, as well as miscellaneous expenses such as computers, printers, and additional equipment.

### SR-91 General Purpose Lanes Implementation Plan

OCTA, in collaboration with Caltrans and RCTC, issues an annual SR-91 Implementation Plan to establish a program of projects eligible for funding by potential excess 91 Express Lanes toll revenue and other funds. The FY 2019-20 SR-91 Implementation Plan describes projects and transportation benefits, anticipated implementation schedules by milestone year, and costs for major projects from now through FY 2034-35 and beyond. **Figure 4** shows the list of projects and cost estimates based on the FY 2019-20 SR-91 Implementation Plan approved by the Board in June 2020. Projects are organized by county, readiness, and logical sequencing; however, full funding for all projects has not been secured.

### Excess Toll Revenue Policy

In January 2014, the Board adopted a policy on the use of excess 91 Express Lanes toll revenues. The adopted policy recommended that excess tolls be programmed relative to the capacities provided by freeway, rail, and bus travel modes. The corridor (including rail and bus but excluding the 91 Express Lanes) is capable of carrying approximately 13,000 persons in the peak hour and peak direction. About 80 percent of this capacity is provided by the general-purpose freeway lanes, and 20 percent by Metrolink and express bus service. The policy also includes an option for use of excess revenues for early debt retirement, as well as to pay for eligible M2 Program projects within the 91 corridor.

In June 2014, evaluation criteria and a set of potential candidate projects to maximize the allocation of excess toll revenues were approved by the Board.

The criteria included:

- Projects proposed to be funded by excess toll revenues must be included in the latest SR-91 Implementation Plan and Regional Transportation Plan
- Priority will be given to projects ready for implementation

**Figure 4 - SR-91 Implementation Plan Projects**

No.	Project Summary (By County)	Cost (\$M)
<b>Orange County Projects</b>		
1	SR-91 Improvements between SR-57 and SR-55	460
2	Anaheim Canyon Metrolink Station Improvements	29.8
3	Placentia Metrolink Rail Station	34.8
4	Fairmont Boulevard Improvements	76.8
	<b>Subtotal</b>	<b>601.4</b>
<b>Riverside County Projects</b>		
5	15/91 Express Lanes Connector	270
6	SR-71/SR-91 Interchange Improvements	117
7	SR-91 Improvements East of I-15	TBD
	<b>Subtotal</b>	<b>387+</b>
<b>Bi-County Projects</b>		
8	Express Bus Service Improvements Between Orange County and Riverside County	6
9	SR-91 Corridor Operations Project	44
10	6th General Purpose Lane Addition (SR-241 to SR-71)	TBD
11	SR-241/SR-91 Tolled Express Lanes Connector	250
	<b>Subtotal</b>	<b>300+</b>
<b>Concepts</b>		
A-1	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)	2,720
A-2	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)	2,770-3,200
A-3	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)	8,855
A-4	WB SR-91 to SB SR-55 Improvements (Post-2035)	75-150
A-5	EB SR-91 Fifth Lane Addition at SR-241	31
	<b>Subtotal</b>	<b>14,451 - 14,956</b>





OCTA approved \$1.3 billion towards major improvements on the I-405 Corridor.

- Any new financing will not impact OCTA's adopted 91 Express Lanes toll policy, existing bond agreements, or OCTA's ability to meet any and all financial obligations related to the 91 Express Lanes

The candidate projects approved by the Board include:

- Metrolink service expansion in the SR-91 corridor
- Placentia Metrolink station
- Express bus service in the SR-91 corridor
- Final design for the SR-91 improvement project between SR-57 and SR-55
- Operational study on the westbound SR-91 between SR-241 and SR-55

In November 2016, OCTA's Board approved the Next 10 Delivery Plan which replaced the M2 M2020 Plan. The Next 10 Delivery Plan includes the utilization of 91 Express Lanes excess revenue in an amount not to exceed \$748.7 million for two eligible M2 projects - SR-91 Widening from SR-57 to SR-55 (Project I) and SR-91 Widening from SR-241 to I-15 (Project J).

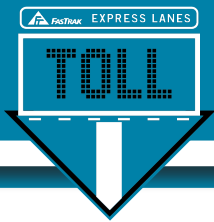
The 80 percent split for freeway and 20 percent split for transit (rail and bus) projects is to be calculated every two years through the Comprehensive Business Plan (CBP) process and achieved by 2030.

### **Debt Service**

OCTA purchased the 91 Express Lanes from CPTC for \$207.5 million, including \$72.5 million in cash from internal reserves and the assumption of \$135 million in taxable bonds. In November 2003, OCTA refinanced the 91 Express Lanes taxable bonds with tax-exempt bonds (Series 2003 Bonds). The issuance was in the amount of \$195.3 million with a final maturity of December 2030.

In July 2013, OCTA issued Senior Lien Toll Road Revenue Refunding Bonds, Series 2013, to refund the outstanding Series 2003 Bonds. The Series 2013 Bonds were issued as fixed-rate bonds, having a true interest cost of 3.83 percent, and a final maturity date of December 2030. The 2013 Bonds are rated "AA-" from Standard and Poor's, "A1" from Moody's, and "A+" from Fitch. With the Standard and Poor's ratings, the 91 Express Lanes is one of the only single asset managed lanes toll facilities rated in the "AA" category.

As a result of the COVID-19 pandemic, revenues are anticipated to decrease over the next 20-year period. In order to support M2 freeway project costs, the CBP assumes a bond issuance of \$120M in FY 2023-24. OCTA staff will continue to monitor the need for bond issuance as revenue projections are updated.



## Express Lanes

### Interstate 405 (I-405) Express Lanes

In 2013, the Board approved \$1.3 billion towards improvements on a major corridor in Orange County, I-405 through the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Seal Beach. On July 25, 2014, Caltrans informed OCTA that the tolled express lanes alternative, had been recommended as the project preferred alternative for improvements to the I-405 Improvement Project between SR-55 and I-605. Under Alternative 3, the tolled express lanes would be combined with existing high-occupancy vehicle (HOV) lanes to provide dual express lanes in both the north bound and south bound directions on the I-405. The estimated total project cost to \$2.08 billion.

A major source of funding for development of the express lanes project will come from a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. In July 2017, OCTA representatives signed the approved TIFIA loan agreement for approximately \$629 million, or one third of the total project cost. As of January 31, 2021, \$287 million is outstanding on the loan not including accrued interest. As a result of historically low U.S. Treasury rates, OCTA has been working with the Build America Bureau (BAB) to lower the interest rate on its 2017 TIFIA loan. On March 22, 2021, the OCTA Board approved financing documents for the proposed interest rate reset and OCTA staff is working with BAB staff to move forward and close the loan. It is anticipated that the current interest rate will

be reduced, resulting in significant debt service savings. The final interest rate will be determined based on the 30-year treasury rate plus one basis point at the time of close.

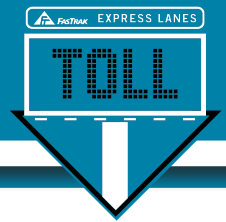
### Project Implementation

On November 14, 2016, OCTA awarded a \$1.2 billion design/build contract for the I-405 Improvement project to OC 405 Partners. Construction officially began with the groundbreaking ceremony in January 2018 and completion of the overall project is expected in October 2023.

On October 12, 2015, the Board approved toll policy assumptions and options for the I-405 Express Lanes. OCTA instructed Stantec, who analyzes data related to the 91 Express Lanes, to conduct a Traffic and Revenue Study using the Board-approved assumptions for the proposed I-405 Express Lanes. This study was presented to the Board in May 2016 and offered several alternative toll policies that OCTA reviewed for implementation, and the Board approved a preliminary toll policy and finance plan. In February 2018, OCTA awarded a contract to Kapsch TrafficCom USA, Inc., for toll integrator services for the design, installation, operations, and maintenance of the ETTM System for the 405 Express Lanes. Additionally, OCTA is currently in procurement of a customer service center and back-office system operations contractor whose contract is set to be executed in FY 2021-22.

91 Express Lanes Freeway Sign.





## Cash Flow Statement - 91 Express Lanes

(millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
<b>Beginning balance</b>	\$ 198.9	189.4	182.0	186.2	291.9	34.8	166.2	203.6
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Toll revenue	40.7	42.3	44.7	47.2	49.9	65.9	79.0	89.0
Non-Toll Revenue	3.6	4.6	4.7	4.7	4.8	5.0	5.3	5.6
<b>Total sources of funds</b>	\$ 44.3	46.9	49.3	51.9	54.7	70.9	84.3	94.6
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Management fee expense	3.1	3.4	3.5	3.7	3.9	5.0	6.0	7.5
Professional services	10.2	12.0	10.5	10.2	10.8	11.9	12.8	14.3
General and administrative	1.9	2.1	2.1	2.1	2.1	2.3	2.4	2.5
Other operating expenses	5.4	7.4	4.4	4.5	4.5	4.8	5.1	5.4
<b>Total uses of funds</b>	\$ 20.6	24.8	20.6	20.5	21.4	24.0	26.3	29.7
<b>Net cash provided by operations</b>	\$ 23.7	22.1	28.8	31.4	33.3	46.9	58.1	64.8
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(24.0)	(20.3)	(15.8)	(29.7)	(85.0)	(6.5)	(68.3)	(7.7)
Bond proceeds	0.0	0.0	0.0	119.6	0.0	0.0	0.0	0.0
Principal & interest paid on bonds	(10.8)	(10.8)	(10.8)	(19.2)	(19.2)	(19.2)	(8.4)	(8.4)
<b>Net cash used by capital and related financing activities</b>	\$ (34.7)	(31.1)	(26.6)	70.6	(104.2)	(25.8)	(76.7)	(16.1)
<b>Cash flows from investing activities:</b>								
Interest on investments	0.2	0.2	0.3	1.0	0.4	0.7	0.7	0.8
Interest from capital replacement fund	1.4	1.3	1.8	2.6	3.3	0.4	2.5	3.8
<b>Net cash provided by investing activities</b>	\$ 1.6	1.6	2.1	3.7	3.7	1.1	3.3	4.6
<b>Net increase/decrease in cash</b>	\$ (9.5)	(7.4)	4.2	105.7	(67.2)	22.2	(15.4)	53.3
<b>Available cash</b>	\$ 189.4	182.0	186.2	291.9	224.7	57.0	150.9	256.9

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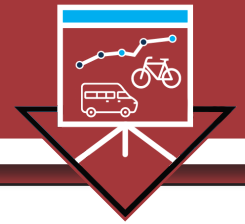
# Non-Program Specific Projects



Fiscal Year 2020-21



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### Background

The majority of significant freeway, street and roads, and transit projects are funded primarily through the Measure M2 (M2) Program. The Orange County Transportation Authority (OCTA) has also committed to a handful of projects not funded through the M2 programs. These projects are funded using other local, state, and federal sources and include the vanpool program, rideshare program, and the Active Transportation Program.

### Vanpool & Rideshare

OCTA administers vanpool and rideshare programs. The two programs are designed to encourage commuters to reduce their single occupancy vehicle commuter trips and use a carpool or vanpool for their daily commute. OCTA supports the Rideshare Program through annual activities like Dump the Pump Week, Bike Month, and Rideshare Week. Additionally, OCTA reaches out to current and potential rideshare participants and employers daily on social media, via email, and on OCTA.net. OCTA's Vanpool Program provides assistance to commuters working in Orange County who live in Los Angeles, Orange, Riverside, San Ber-

nardino, or San Diego counties. OCTA works with employers, commuters, and private vanpool operators to organize and sustain vanpools throughout Orange County.

OCTA supports vanpool by administering programs that help commuters and employers find vanpool participants and maintain eligibility in the program. OCTA provides contracts to private companies that offer vehicles, insurance, maintenance, and service to customers on a month-to-month basis and provides a \$400 a month subsidy for each qualified vanpool to offset the monthly costs. As of fiscal year (FY) 2019-20, there were as many as 490 vanpools serving 123 destinations in Orange County, providing an average of 76,226 passenger trips per month. Beginning in March 2020, vanpool operation levels were reduced due to California's stay-at-home orders. As of February 2021, there are 111 active vanpools serving 47 worksites in Orange County. While there have been employers who are looking at reinstating their vanpool programs, growth is expected to be slow over the next 12 to 24 months.

Vanpool van picking up passengers.







## Non-Program Specific Projects



Bicycle and pedestrian facilities promote active transportation.

### Active Transportation Program

OCTA supports the expansion and promotion of active transportation throughout Orange County. Over the past years, OCTA has advanced multi-layered efforts related to engineering, education, and enforcement efforts to improve active transportation countywide. Coordination and collaboration continue between the Southern California Association of Governments, Caltrans, OCTA Citizens Advisory Committee, and community members to identify improvements to the network of walking and bicycling facilities throughout Orange County.

#### ***Bicycle and Pedestrian Facilities***

Since 2012, Orange County agencies have secured \$139.8 million in state, federal, and local grants for bicycle and pedestrian projects from the Bicycle Corridor Improvement Program (BCIP), Active Transportation Program (ATP), and Solutions for Congested Corridors Program (SCCP) funding.

In 2018, \$3.2 million in SCCP funding was approved for active transportation improvements along the SR-55 corridor.

The Capital Programming Policies, last approved by the Board in February of 2019, set aside ten percent of OCTA's annual Congestion Mitigation and Air Quality Improvement Program apportionment for bicycle and pedestrian projects. Since 2012, OCTA has administered four BCIP calls for projects which will provide \$50.97 million towards the \$77.30 million required to fund 52 active transportation projects throughout Orange County.

Orange County agencies also secured \$85.5 million through four cycles of Statewide and Regional ATP funding. These funds are utilized for implementation of bicycle and pedestrian projects, active transportation planning, safe routes to school projects, and bicy-





Bicycle and pedestrian facilities promote active transportation.

cle and pedestrian safety outreach and education. In March 2020, the California Transportation Commission (CTC) released the ATP Cycle 5 call for projects. The results for ATP Cycle 5 are scheduled to be fully approved by the CTC in June 2021.

### ***Bicycle Safety Program***

OCTA supports the initiative for a safer and more bicycle friendly community. The Bicycle Safety and Awareness Program provides a comprehensive safety platform for all ages and skill levels of bicycle riders. The program will include the annual bike festival, the OCTA Bike Rally, and other Bike Month events. Additionally, OCTA secured a grant from the Office of Traffic Safety to host bicycle skills training classes and distribute reflectorized materials to people riding the bus and bicycling in Orange County.

### ***Active Transportation Planning Efforts***

The OCTA Planning Department is collaborating with

law enforcement representatives, schools, and the Orange County Health Care Agency (OCHCA) on planning efforts. With Caltrans funding, the county-wide Safe Routes to School (SRTS) Action Plan will jointly be led by OCTA and OCHCA, and will convene a partnership between cities, school districts, and local community organizations to support and encourage families to safely walk, bike, and roll to school. Therefore, with the Safe Travels Education Program (STEP) Campaign, OCTA and the OCHCA will deliver SRTS activities at selected elementary schools throughout Orange County during the 2020-21 and 2021-22 school years. The goal of STEP is to encourage families to walk, roll or bike to school (and around their communities) as a safe and normal part of their everyday lives. OCTA intends to make all distance learning modules available to all Orange County elementary schools. These programs will help to create and foster a safer bicycle community for everyone on the road.

Bicycle Safety Program provides more bicycle friendly community.



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# Motorist Services



Fiscal Year 2020-21

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## Background

The Motorist Services Program was instituted when California statute authorized Service Authority for Freeway Emergencies (SAFE) in 1985 to enable counties to generate revenue for the purpose of purchasing, installing, operating, and maintaining a system of motorist aid call boxes. The revenue collected is from a \$1 fee on all non-exempt registered vehicles along with an additional \$2 fee on certain commercial vehicles registered in Orange County. The program has since grown and is currently comprised of the Freeway Call Box Program, Southern California 511 programs, and the Freeway Service Patrol (FSP) Program.

## Freeway Call Box Program

The Call Box Program consists of a network of approximately 300 solar powered cellular-based telephones along 197 centerline miles of highway and toll roads throughout the County. The Orange County Transportation Authority (OCTA) is responsible for the acquisition, installation, and maintenance of the call boxes. The Transportation Corridor Agencies reimbursed OCTA for the cost of acquiring and installing call boxes



FSP keeps the freeways moving & reduces congestion.

on the toll roads. A private firm under contract with OCTA receives the calls and routes assistance requests to the California Highway Patrol (CHP) or FSP.

With the proliferation of cellular phones, call box usage in Orange County has steadily declined from FY 2007-08 to FY 2019-20. The number of call boxes was reduced by about half during FY 2005-06 with additional call boxes being removed in conjunction with construction projects and due to safety concerns. This increased spacing between call boxes from approximately one-quarter mile to one and one-quarter miles on freeways and from approximately a half-mile to one mile on the toll roads.

## Southern California 511

Southern California 511 is the motorist aid and traveler information system for Los Angeles, Orange, and Ventura counties. This system allows the traveling public to access information on highway conditions, traffic speeds, transit, and commuter services via a toll-free number with an interactive voice response system, the internet, and through a mobile application that includes enhanced functionality.







## Motorist Services

In 1999, the United States Department of Transportation petitioned the Federal Communications Commission (FCC) to designate a nationwide three-digit telephone number for traveler information. At the time, there were over 300 different telephone numbers providing some sort of highway or public transportation-related information to the public. On July 21, 2000, the FCC designated 511 as the national travel information number. The FCC ruling leaves nearly all the implementation issues to the states and local agencies. The ruling did not have a federal mandate regarding how to fund the national system. That would also be left to the states and local agencies. The Los Angeles County Metropolitan Transportation Authority in partnership with OCTA, the Ventura County Transportation Commission, Caltrans, and CHP, developed the 511 system which debuted on June 14, 2010.

SAFE Call Box and 511 Calls are shown in **Figure 1**.

### **FSP Program**

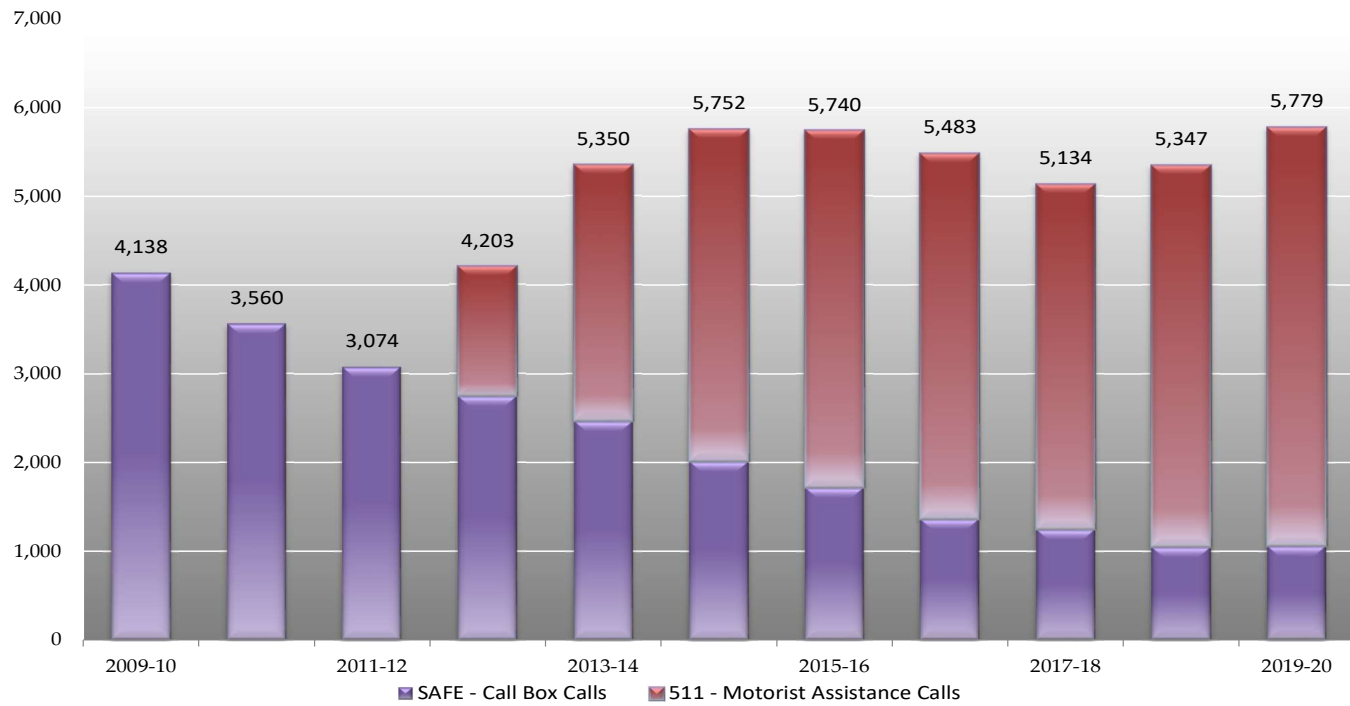
In 1992, the California Legislature enacted a statute creating the FSP. The FSP Program is a traffic congestion management program designed for the rapid removal of motorists' disabled vehicles from traffic lanes and shoulders, as well as timely response to accidents and other incidents that require removal of debris on the freeways. The FSP is a partnership between Caltrans, CHP, and OCTA. Private tow truck companies operate the service under contract to OCTA. Each tow truck driver patrols their assigned freeway segment during program service hours, stopping to assist motorists. The driver offers assistance, such as changing a flat tire, offering a free gallon of gas, or taping a coolant hose. Assistance by type is shown in **Figure 2**.

Freeway Service Patrol helps commuter.

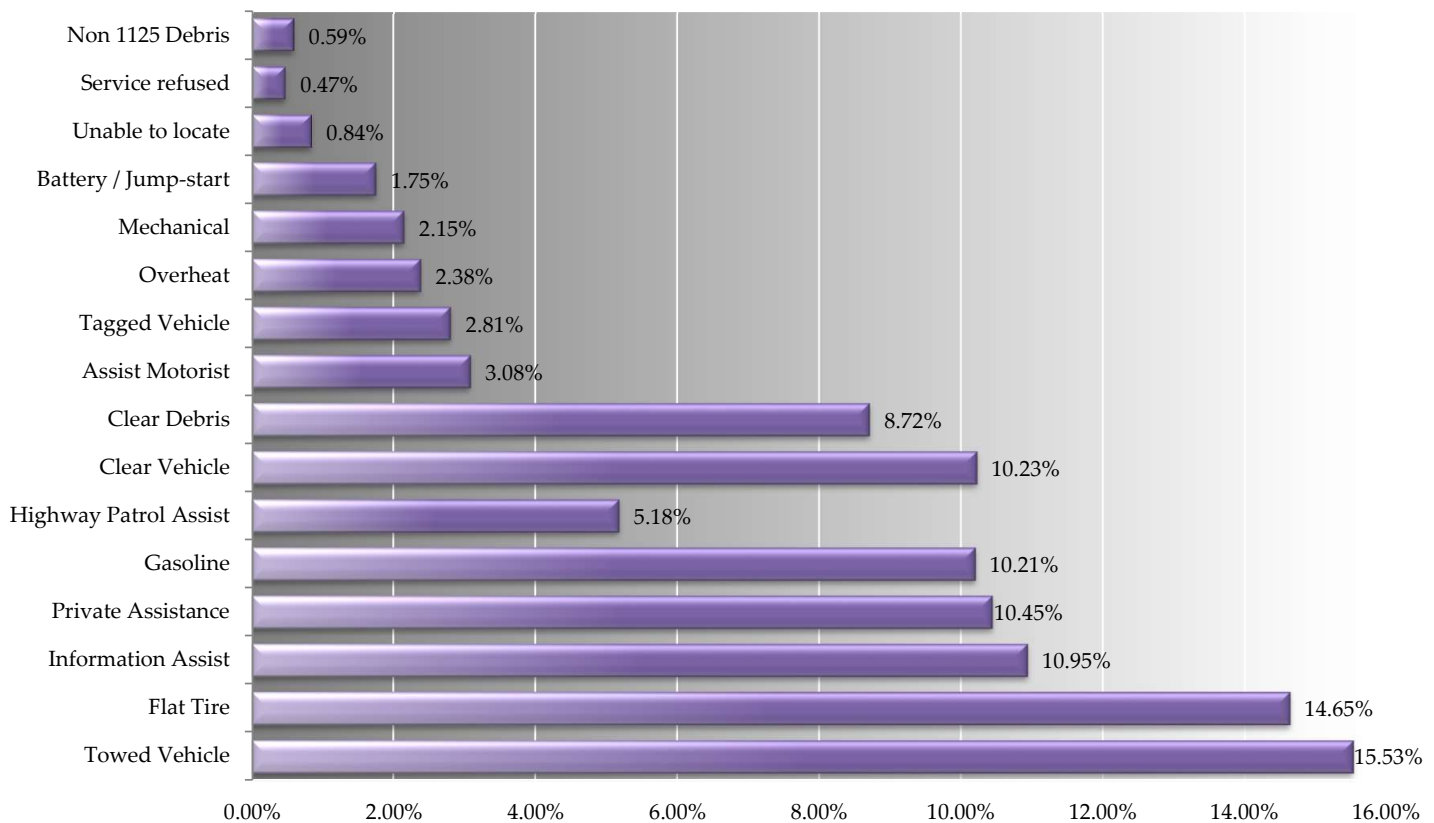




**Figure 1 - SAFE Call Box and 511 Calls**



**Figure 2 - FSP Assists By Type**





## Motorist Services

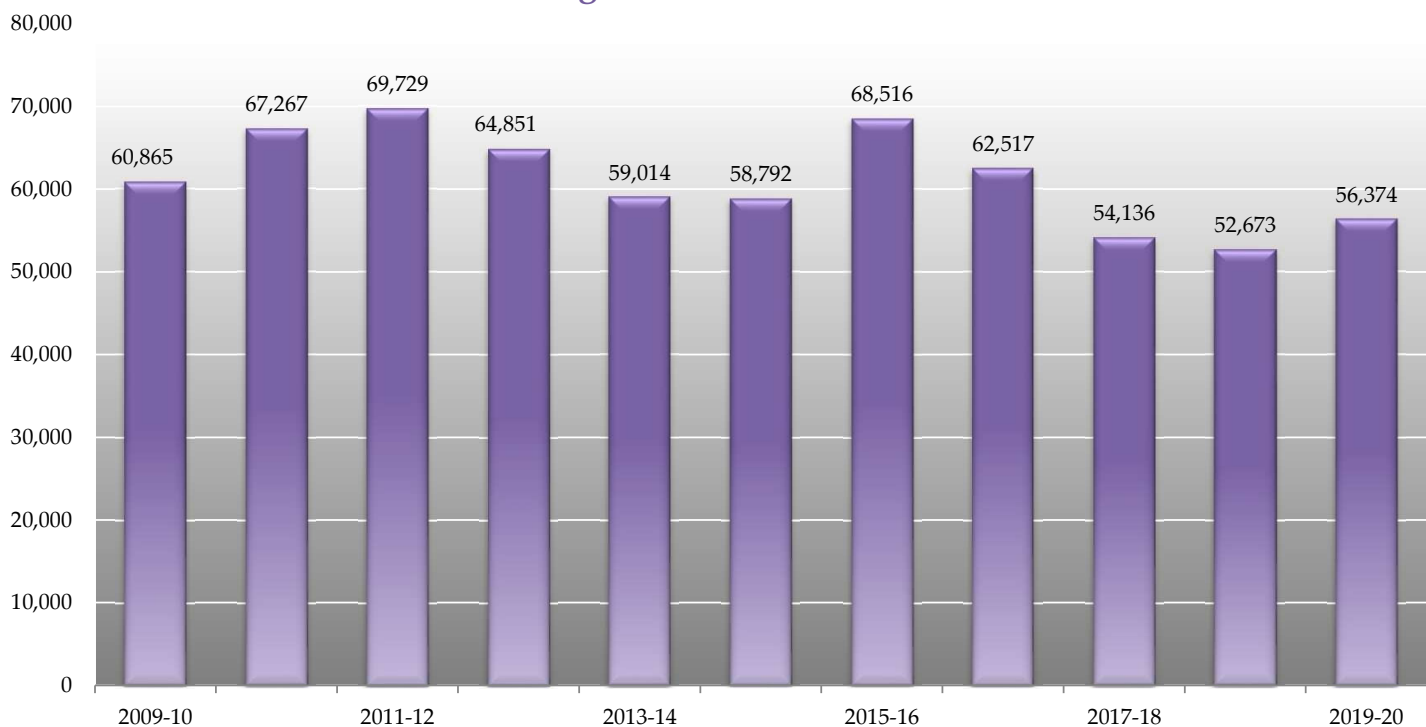
OCTA's FSP tow trucks provided 56,374 assists in FY 2019-20 shown in **Figure 3**.

Subject to annual appropriations, the FSP Program receives funding from the State Highway Account that requires a 25 percent local match. The Senate Bill 1 (SB1) transportation funding package was signed into law on April 28, 2017 and provides annual funding to the FSP Program. SB1 funding began being used to expand tow truck hours in fiscal year (FY) 2018-19. Excess revenue from the vehicle registration fee collected for the Call Box Program provides the 25 percent local match for the FSP Program and funds a share of the Southern California 511 Program.

State funding allocation to the 15 agencies participating in the FSP Program is based on population, center-line freeway miles, and traffic congestion within each

jurisdiction. On November 7, 2006, voters approved Measure M2 (M2), which has a FSP component allocating approximately \$138.9 million to the program. The M2 funding will ensure program solvency and growth for an additional 30 years. During FY 2011-12, the OCTA Board approved the M2 (Project N) FSP guidelines. In accordance with the guidelines, two additional midday and two additional weekend beats were added in June 2012, to address growing congestion in those time periods. As of December 2020, there are 34 trucks being operated during peak hours, seven trucks being operated midday, four trucks being operated on the weekend, and three trucks being operated during M2 construction which deliver approximately 90,738 hours of service along Orange County's freeways. The current cost to operate this level of service is about \$7.8 million annually, exclusive of Motorist Services staff salaries.

**Figure 3 - FSP Assists**





## Cash Flow Statement - SAFE

(millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
<b>Beginning balance</b>	\$ 2.8	1.4	1.3	1.5	1.5	1.5	1.7	1.9
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Freeway Service Patrol	4.2	5.9	6.0	5.5	5.3	6.4	7.3	8.6
Callbox	3.0	3.0	3.1	3.1	3.1	3.2	3.3	3.3
<b>Total sources of funds</b>	<b>\$ 7.2</b>	<b>9.0</b>	<b>9.1</b>	<b>8.6</b>	<b>8.4</b>	<b>9.6</b>	<b>10.6</b>	<b>11.9</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Management fee expense	0.9	1.0	1.1	1.1	1.2	1.5	1.8	2.3
Professional services	7.1	7.9	7.8	7.4	7.2	7.9	8.7	9.5
General and administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other operating expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total uses of funds</b>	<b>\$ 8.1</b>	<b>9.0</b>	<b>8.9</b>	<b>8.6</b>	<b>8.4</b>	<b>9.5</b>	<b>10.5</b>	<b>11.8</b>
<b>Net cash provided by operations</b>	<b>\$ (0.9)</b>	<b>(0.0)</b>	<b>0.2</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.5)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)
<b>Net cash used by capital and related financing activities</b>	<b>\$ (0.5)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Net cash provided by investing activities</b>	<b>\$ 0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Net increase/decrease in cash</b>	<b>\$ (1.4)</b>	<b>(0.1)</b>	<b>0.1</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Available cash</b>	<b>\$ 1.4</b>	<b>1.3</b>	<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.7</b>	<b>1.9</b>



## Motorist Services

### Freeway Service Patrol Beats





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# Fiscal Year 2020-21 Proposed Comprehensive Business Plan



# Comprehensive Business Plan Overview

## Purpose:

To demonstrate the financial feasibility of OCTA's programs and services over a 20-year period.

The plan is comprised of six distinct programs:

- ☐ Bus Operations
- ☐ Rail
- ☐ Measure M2 (M2)
- ☐ 91 Express Lanes
- ☐ Motorist Services
- ☐ Non - Program Specific Projects



# Bus Program



## Service Assumptions

- Increase service levels to 1.45 million service hours based on federal supplemental funding and ridership demand
- Growth in cost to operate paratransit service is managed

## Boardings / Fare Revenue

- Assumes ridership stabilizes and grows slowly over time
- Assumes fare increases every ten years with the next planned in fiscal year (FY) 2027

## Other Assumptions

- Continued federal and state funding
- 18-year useful life of large bus fleet
- Zero-emission bus market matures

# Bus Program



## Revenue

Program operating revenue is estimated to be \$1.4 billion less than the FY 2019 Comprehensive Business Plan (CBP)

### **Transportation Development Act (TDA) sales tax forecast**

- Represents 50 percent of revenue supporting bus program
- Long-term forecast based on Board of Directors (Board) approved methodology
- Average long-term growth rate of 2.8 percent

### **Continued Federal and State Funding**

- Represents 25 percent of revenue supporting bus program
- Supports operations and capital improvements

### **Fare Revenue**

- Represents 11 percent of revenue supporting the bus program
- Boardings to stabilize in FY 2022 with moderate long-term growth
- Fare increases planned in FY 2027 and FY 2037
- Last fare increase in FY 2013

# Bus Program



## Service Assumptions

### Fixed Route Service

- Current service hours of 1.2 million
- Increase service hours to 1.45 million by the end of FY 2022
  - Implementation would be subject to ridership demand and public health considerations
  - Enabled by Federal supplemental funding
- Contracted fixed-route service mix of 40 percent

### Paratransit

- Paratransit trip growth returns to 80 percent of pre-COVID 19 levels
- Annual trip growth of 1.1 percent
- Use of taxicab services to reduce costs

# Bus Program



## Program Risks

- Softening of sales tax growth could impact service levels
- Weak ridership demand would directly impact fare revenue and service productivity
- Larger-than-anticipated growth in the cost to operate paratransit service would reduce funds available for fixed-route service
- Zero-emissions bus market does not mature, and the cost remains significantly higher than the current cost of a compressed natural gas bus
- Federal and state funding levels for transportation are impacted resulting in a decline in funding which could impact service levels



## Major Assumptions

- Sustain lower service levels
- M2 sales tax is the long-term funding source for operations
- Capital program primarily funded with Federal funds
- Moderate annual growth in the Metrolink operating subsidy
- Continued Federal funding

## Risks

- Softening of M2 sales tax growth could impact future service levels
- Uncertainty of ongoing ridership demand could impact fare revenue, service productivity, and the ongoing operating subsidy
- Federal funding levels for transportation are impacted resulting in a decline in funding, which could impact the capital program

# Rail Program



## Operations

Program operating revenue is estimated to be \$200 million less than the FY 2019 CBP

- Maintain existing service levels
  - Service levels of 41 weekday and 16 weekend trains
- Southern California Regional Rail Authority operating subsidy
  - Cost increases primarily based on the consumer price index
  - Assumes ridership levels stabilize in FY 2024
- Federal stimulus to support maintaining current levels of service
- Rail program is sustainable through FY 2041

## Capital

- Primarily funded through federal funds
- Primary projects: Rehabilitation and replacement of railcars and locomotives, station additions and improvements, track improvements and slope stabilization projects

# Measure M2 Program



## Major Assumptions

- M2 Program sales tax of \$11.6 billion
- Bond issuance of \$575 million in FY 2023
- Assumptions consistent with the 2020 Next 10 Delivery Plan
- Utilization of 91 Express Lanes excess revenue to fund two M2 freeway projects along State Route 91 (SR-91)
- Economic uncertainty remains built into the freeway mode to help mitigate against future impacts to the program

## Risks

- Softening of sales tax growth
- Cost increases for capital projects
- State and federal priorities continue to shift, which could affect future external funding opportunities for the M2 Freeway Program



# Measure M2 Program



## **M2 Sales Tax Forecast**

- M2 program revenue of \$11.6 billion
- Long-term forecast based on Board approved methodology

## **Freeway and Streets & Roads**

- Assumptions consistent with 2020 Next 10 Delivery Plan

## **Transit**

- High Frequency Metrolink Service – used primarily to fund Metrolink operations
- Transit Extensions to Metrolink - OC Streetcar Project operational in FY 2022, \$625 million available for future projects
- Convert Metrolink Stations to Regional Gateways That Connect to High-Speed Rail Systems– project completed with ongoing funds being used to support Metrolink Service and Fare Stabilization
- Expand Mobility Choices for Seniors and Persons with Disabilities – continued funding for the Senior Mobility Program, Fare Stabilization and Senior Non-Emergency Medical Transportation
- Community Based Circulators – \$177 million available for future calls for projects
- Safe Transit Stops - call-for-projects planned every 3 years

# 91 Express Lanes



## Major Assumptions

- Reduced toll and non-toll revenue
- Moderate long-term cost growth in toll operations
- Excess toll revenue used to support two M2 SR-91 Widening Projects
- Bond issuance of \$120 million to support cost of M2 freeway projects
- Debt to acquire the express lanes fully repaid by FY 2031

## Risks

- Economic recession negatively impacting traffic volume
- Additional capacity added to the SR-91 corridor negatively impacting traffic volume



# 91 Express Lanes

## Revenue and Expense Assumptions

### Operations

- Average annual growth rate in toll revenue of 4.2 percent
  - Annual toll revenue anticipated to increase from \$41 million to \$89 million over 20 years
- Operating expenses are estimated to increase an average of 2.2 percent per year
- Debt used to acquire the express lanes to be repaid by FY 2031
- Bond issuance of \$120 million to support cost of M2 freeway projects

### Net Toll Revenue

- Net toll revenue invested in 91 corridor improvement projects based upon Board direction
- Corridor improvements are consistent with the SR-91 Implementation Plan and the 2020 Next 10 Delivery Plan

### Capital

- Expenses include periodic replacement of electronic toll and traffic management system, back-office system, variable message signs, and maintenance/replacement of pavement

# Motorist Services Program



- Motorist Services has three programs including Freeway Service Patrol (FSP), Call Box Program and the Southern California 511 Program

## **FSP**

- Tow service to assist freeway motorists
- Primarily receives funding from State Highway Account and SB 1
- M2 program revenue estimated at \$139 million is available to support the program

## **Call Box Program**

- Call boxes located on freeways, toll roads and state highways
- Funded by vehicle registration fees in Orange County
- Maintain existing network of callboxes

## **Southern California 511**

- Regional service that provides up-to-the minute information on highway conditions, traffic speeds, transit, and commuter services via the web, mobile application or calling 511
- Funded by excess FSP and callbox revenue

## Next Step


- Incorporate assumptions into the FY 2021-22 Budget



## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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

**Subject:** Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

### Legislative and Communications Committee Meeting of April 15, 2021

**Present:** Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

**Absent:** None

### **Committee Vote**

Following the roll call vote, this item was declared passed 6-1 by the Members present.

Director Wagner voted in opposition.

### **Committee Recommendations**

- A. Approve the selection of Costin Public Outreach Group, as the firm to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990 for a five-year initial term, effective through September 30, 2025, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.



**April 15, 2021**

**To:** Legislative and Communications Committee

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

**Subject:** Agreement for Public Communications and Community Outreach Consultant Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5

### **Overview**

On April 27, 2020, the Board of Directors approved the release of a request for proposals for public outreach consulting services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

### **Recommendations**

- A. Approve the selection of Costin Public Outreach Group, as the firm to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990 for a five-year initial term, effective through September 30, 2025, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is improving State Route 55 (SR-55) between Interstate 405 (I-405) and Interstate 5 (I-5). The \$474 million SR-55 Improvement Project (Project) is adding one regular lane and one

high-occupancy vehicle lane in each direction, as well as auxiliary lanes between several interchanges. SR-55 is the major freeway route connecting Orange County to Riverside and San Bernardino counties. The corridor is also a major route for accessing key business centers, John Wayne Airport, and the beach cities. The four-mile Project includes improvements at five under- and over-crossings, constructing retaining walls and soundwalls, reconfiguring on- and off-ramps, and reconstructing a channel. The Project recently completed final design. Right-of-way (ROW) is anticipated to be certified in mid-2021 and the Project advertised for construction in winter 2021. Construction is scheduled to begin in mid-2022.

Consultant services are needed to develop and execute public communications and outreach support during the pre-construction and construction phases. More than 15,000 residential and commercial parcels are located within a half-mile of the Project area. Extensive outreach efforts are needed to communicate major activities to residents, business owners, and motorists, as well as key stakeholders such as local agencies and trucking and tourism industries. Activities include long- and short-term freeway, ramp, and local street closures, demolition and reconstruction work, and wall construction.

These consultant services will aid OCTA and Caltrans with the development and delivery of day-to-day communications and share public information messages that help the public understand temporary construction impacts as well as the value and benefits of investments in Orange County's transportation network. The selected consultant will implement a comprehensive SR-55 public outreach program using traditional methods and leveraging innovative tools to generate public awareness of the project, identify key issues, build upon stakeholder ascertainment, and ensure the community is aware of the activities that will affect them.

The consultant will use various outreach tools and methods to reach businesses, residents, and those beyond the project area. These include virtual and in-person meetings with stakeholders, email newsletters, neighborhood meetings, an interactive closures and detours map, text alerts, and a Project website and hotline. In addition, the consultant will build on the Project's social media presence. The consultant will build relationships with diverse and disadvantaged communities and develop strategies to eliminate or address communication obstacles such as language barriers and access to the internet. The consultant also will develop a variety of print and digital collateral and video graphics that will feature strong visual storytelling. Special event planning and execution of a groundbreaking ceremony, milestone celebrations, and a dedication event will be included in the communications plan.



***Procurement Approach***

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

On April 27, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2104, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on April 27 and May 4, 2020. A pre-proposal conference took place on May 5, 2020 with 12 attendees representing eight firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as respond to written questions related to the RFP.

On May 27, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Public Outreach, Capital Programs departments, as well as external evaluators from the City of Santa Ana and Caltrans met to review the proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the consulting firm had to demonstrate direct public outreach experience on complex transportation projects during the construction phase. Staffing and project organization was weighted at 30 percent as the proposing firm had to present an experienced team with a blend of senior and junior level staff having adequate availability, as well as experience performing outreach services on large construction projects. Work plan was also weighted at 30 percent as the plan had to consider the unique needs of a corridor primarily composed of commercial and industrial businesses that also serves motorists commuting from the Inland Empire to

Orange County as well as recreational trips. Additionally, the project team had to demonstrate an understanding of the project scope and challenges and level of effort required. Cost and price was weighted at 20 percent to ensure the outreach program is delivered efficiently and 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. In order 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, as well as work plan, which represented a maximum of 80 points of the total proposal score. Once the technical scores of the short-listed firms were determined, the sealed price proposals were then opened. The pricing score represented a maximum of 20 points of the total proposal score.

On June 11, 2020, the evaluation committee reviewed the proposals based only on the technical evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

Firm and Location

Costin Public Outreach Group (CPOG)  
Corona, California

McCormick-Busse, Inc. doing business as MBI Media (MBI)  
Covina, California

Westbound Communications, Inc. (Westbound)  
Orange, California

The interviews took place virtually on June 17, 2020 and consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each teams' qualifications and respond to the evaluation committee's questions. Questions were related to the level of effort required for this Project, managing time and resource commitments, potential challenges, and handling crisis communications. In addition, each team was asked specific clarification questions related to its proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, CPOG remained the highest-ranked firm with the highest overall score.

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

#### **Qualifications of the Firm**

CPOG was founded in 2013 and has offices in the cities of Corona and Huntington Beach. The firm has six employees. CPOG demonstrated experience leading the development and implementation of public outreach programs for freeway projects during the construction phase, which include the San Bernardino Express Lanes Project and State Route 210 Lane Addition and Base Line Interchange Project for the San Bernardino County Transportation Authority, as well as the District 7 I-5 On-Call Public Awareness Campaign for Caltrans. One of the proposed subcontractors, Hill International, Inc., is the prime contractor that provided public outreach services for OCTA on the I-5 Central County Improvement Project during the final design and the construction phases. CPOG proposed additional subcontractors to provide diverse community outreach, video and photography, social media support, and translation support services.

MBI was founded in 1989 and has 23 employees. The firm is headquartered in the City of Covina. The firm has experience providing public outreach for complex freeway projects, such as the I-405 Improvement Project and the SR-55 between I-5 and State Route 91 (SR-91) Improvement Project for OCTA, the SR-91 Corridor Improvement Project for the Riverside County Transportation Commission (RCTC), and the US 101 Improvement Project for Ventura County Transportation Commission. Although MBI has worked on similar construction projects, the firm has primarily served in a subcontractor capacity. The projects in which MBI performed as the prime consultant were during the environmental phase. One of their proposed subcontractors, Kleinfelder Construction Services, Inc. (Kleinfelder), is the prime contractor currently providing public outreach services for the I-405 Improvement Project.

Westbound was founded in 2003 and is headquartered in the City of Orange with offices in the cities of Long Beach and Riverside. The firm has 17 employees. Westbound demonstrated experience in leading public outreach programs for

various capital improvement projects during the construction phase, which include the Gerald Desmond Bridge Replacement Project for the Port of Long Beach, State Route 57 Northbound Widening Project for OCTA, and the 91 Steer Clear Project for RCTC. The firm also served as the public outreach lead for the contractor team for RCTC's SR-91 Corridor Improvement Project. Westbound proposed several subcontractors to provide additional support related to graphic design, videography, photography, printing, research, and website and mobile application development.

#### **Staffing and Project Organization**

CPOG proposed a project team with extensive experience. The proposed project manager is the firm's founder and has 26 years of public outreach and stakeholder engagement experience. CPOG proposed four community liaisons with experience providing public outreach during the construction phase, as well as familiarity with the project corridor and stakeholders. The proposed dedicated community liaison has 12 years of experience. The dedicated community liaison has worked on multiple OCTA freeway projects in various phases, including participating in design meetings for this corridor and planning for a Public Hearing for the neighboring SR-55 segment between I-5 and SR-91. Additionally, the proposed lead community liaison will bring another level of understanding and knowledge of the area from her recent experience working on the I-5 Central County Improvements Project at the northern end of the project limits. CPOG's project team includes four bilingual Latino and Asian community liaisons with freeway construction experience to engage underserved and traditionally hard-to-reach populations. The proposed subcontractor, Lazar, is also available to provide additional translation and interpretation support, if needed.

The project team is proposed with ample availability for the Project. During the interview, the project team members discussed their roles and approach for developing and implementing the public outreach program. The project team's presentation and responses to the evaluation committee's questions demonstrated their understanding of the project corridor and stakeholders, as well as the activities and challenges specific to the Project, such as ROW and temporary construction easements (TCE).

MBI proposed a project team with relevant experience. The proposed project manager has 18 years of project management experience and has been with the firm for almost 20 years. The firm proposed three community liaisons for this effort. One of the proposed community liaisons is from Kleinfelder and is currently serving as the project manager on the I-405 Improvement Project,

which demonstrates the individual's experience providing public outreach for a complex construction project. However, the other two community liaisons proposed have limited experience leading public outreach efforts during the construction phase. The project team is proposed with sufficient availability for this effort. During the interview, the project team presented its approach, as well as responded to the evaluation committee's questions, which demonstrated a general knowledge of the project area and stakeholders.

Westbound proposed a knowledgeable and experienced project team. The proposed project manager has more than 25 years of public relations and communications experience and has been with the firm for four years. The firm proposed three community liaisons with each assigned to provide outreach to specific stakeholder groups rather than all three proposed to support outreach efforts for any given group or task. The community liaison for the Hispanic market has more than 20 years of experience providing public outreach services for several freeway construction projects and has been with the firm for 14 years. The other two proposed community liaisons have limited freeway construction outreach experience. During the interview, the project team discussed their roles and approach to leading the public outreach program. The team's presentation and responses to the evaluation committee's questions demonstrated their understanding of the diverse communities along the corridor and the importance of strategically communicating with those stakeholders. However, the project team's availability was not specified in the proposal nor was it clarified after being asked by the evaluation committee during the interview.

#### Work Plan

CPOG presented a comprehensive work plan that addressed all the elements of the scope of work. The firm detailed its approach for the public outreach program, which includes expanding the project database through stakeholder ascertainties, refreshing the project branding, developing messages that convey the Project's benefits, planning and coordinating community meetings, posting electronic construction notices, and establishing a project helpline. CPOG demonstrated an understanding of the project area and the key stakeholders affected by the Project.

In addition, the firm discussed its approach to engaging with diverse communities along the project corridor. The firm has a "boots-on-the-ground" approach to reach diverse communities including, but not limited to seniors, low-income, and monolingual populations. CPOG recognizes that with Latino ethnicity percentages of more than 80 percent in Santa Ana and 40 percent in Tustin, their approach to deliver project information must be sensitive to their

communications and cultural needs. The firm indicated the importance of an overall communications program that shares information in the language spoken, in a correct and respectful manner and in compliance with Title VI requirements.

The firm demonstrated an understanding of the impacts of ROW, TCEs, as well as pre- and post-construction surveys, and discussed how it will provide related public outreach support. CPOG identified potential issues and proposed solutions, such as coordinating temporary lodging for impacted stakeholders, providing advanced notification of freeway closures, and implementing safety message boards and signages. The firm also proposed enhancements, such as providing utility relocation outreach, developing a construction safety awareness program, and virtual events.

MBI addressed each element of the scope of work in its work plan, such as conducting stakeholder ascertainties, developing a comprehensive public outreach plan, enhancing the Project's identity and branding, developing collateral materials, implementing an interactive map, and updating the project website. Although the firm discussed its approach and understanding of the key stakeholders, the firm did not elaborate on how it will communicate and provide outreach to businesses and residents directly impacted by ROW acquisitions and TCEs. MBI discussed how it will mitigate potential issues, such as developing communication specifically to stakeholders directly impacted by the construction activities, including residents living close to the project corridor, first responders, and schools. As an enhancement, the firm proposed to leverage digital and virtual strategies by using digital platforms, such as Microsoft Teams and Zoom, to conduct public meetings and respond to public inquiries.

Westbound demonstrated a clear understanding of the scope of work in its work plan. The firm discussed its approach and elaborated on its outreach strategies, such as developing a message that connects constituents and stakeholders, leverage existing relationships to engage the impacted communities, providing on-call availability at all times, using visuals to communicate the need and benefits of the Project, and utilizing digital outreach tools. Westbound detailed how it will complete various outreach activities by providing examples and identifying related deliverables. Westbound demonstrated an understanding of the project area and key stakeholders in its discussion of creating project advocates, coordinating community meetings, outreach to local businesses and apartment complexes along the corridor. The firm did not specify any special issues or problems anticipated for this Project. The firm proposed various enhancements, such as a text message system for updates, live camera feed to

show real-time progress, in-person construction tours, and interactive architectural visualization.

#### **Cost and Price**

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate and scored the other proposals' weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although MBI proposed the lowest weighted average hourly rate, CPOG ranked second lowest in pricing and the firm's proposed hourly rates are deemed fair and reasonable.

#### **Procurement Summary**

Based on the evaluation of written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of CPOG as the top-ranked firm to provide public outreach consulting services for the SR-55 Improvement Project between I-405 and I-5. CPOG delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

#### **Fiscal Impact**

The SR-55 Improvement Project between I-405 and I-5 was approved in OCTA's Fiscal Year 2020-21 Budget, External Affairs, Account No. 0017-7519-FF101-TYP. The Project is funded by a combination of federal, state, and local Measure M2 funds.

***Summary***

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group, in the amount of \$1,684,990, for a five-year initial term, with an option term of up to 36 months, to provide public outreach consulting services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

***Attachments***

- A. Review of Proposals, RFP 0-2104 Public Outreach for State Route 55 Improvement Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2104 Public Outreach for State Route 55 Improvement Project
- C. Contract History for the Past Two Years, RFP 0-2104 Public Outreach for State Route 55 Improvement Project

**Prepared by:**



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**Review of Proposals**  
**RFP 0-2104 Public Outreach for State Route 55 Improvement Project**  
 Presented to Legislative and Communications Committee - March 18, 2021  
**6 firms proposed, 3 firms were interviewed, 1 firm is being recommended**

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	87	<b>Costin Public Outreach Group</b> Corona, California	AJ Design Become Intertwined Hill International, Inc. Lazar Translating & Interpreting The Sierra Group	Highest-ranked firm overall. Experience providing public outreach for complex construction projects. Proposed a subcontractor currently leading the outreach efforts for the Interstate 5 Central County Improvement Project. Proposed project team has extensive, relevant experience. Proposed project manager has 26 years of experience. Proposed four community liaisons with relevant experience and knowledge of the project corridor. Proposed dedicated community liaison has 12 years of experience. Detailed approach for developing and implementing public outreach program. Demonstrated an understanding of the project corridor and key stakeholders. Discussed specific activities related to the Project, such as right-of-way, temporary construction easements, and utility relocation. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$128
2	79	<b>McCormick-Busse, Inc.</b> <b>dba MBI Media</b> Covina, California	Kleinfelder Construction Services AJ Design	Experience providing public outreach support for freeway construction projects as a subcontractor. Proposed a subcontractor currently leading the outreach efforts for the Interstate 405 (I-405) Improvement Project. Proposed project team has limited freeway construction experience. Proposed project manager has 18 years of experience. One of the proposed community liaisons is the project manager for the I-405 Improvement Project. Discussed approach and addressed all elements of the scope of work. Demonstrated a general knowledge of the project corridor and stakeholders. Presented approach and answered questions during the interview. Received positive responses from references. Proposed lowest weighted average hourly rate.	\$110
2	79	<b>Westbound Communications, Inc.</b> Orange, California	Geographics Media 360 Alcorn Photography Sir Speedy Printing Public Values Rief Media	Experience leading public outreach programs for complex construction projects, including several freeway construction projects. Proposed a knowledgeable and experienced project team. Proposed project manager has 25 years of experience. Proposed three community liaisons assigned to specific stakeholder groups. Proposed community liaison for Hispanic market has 20 years of construction-related outreach experience. Detailed approach and strategies for developing and implementing outreach program. Demonstrated an understanding of the project corridor and key stakeholders. Emphasized the importance of strategic communications with diverse communities. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$152

**Evaluation Panel:**

Internal:  
 Contracts Administration and Materials Management (1)  
 Public Outreach (2)  
 Capital Programs (1)  
 External:  
 City of Santa Ana (1)  
 California Department of Transportation (1)

**Proposal Criteria**

Qualifications of the Firm  
 Staffing and Project Organization  
 Work Plan  
 Cost and Price

**Weight Factors**

20%  
 30%  
 30%  
 20%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)**  
**RFP 0-2104 Public Outreach for State Route 55 Improvement Project**

<b>Costin Public Outreach Group</b>							<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	5.0	4	18.3
Staffing/Project Organization	4.5	4.5	4.5	4.0	4.0	4.0	6	25.5
Work Plan	4.5	4.5	4.5	4.0	4.5	4.0	6	26.0
Cost and Price	4.3	4.3	4.3	4.3	4.3	4.3	4	17.2
<b>Overall Score</b>	<b>89.2</b>	<b>89.2</b>	<b>89.2</b>	<b>83.2</b>	<b>86.2</b>	<b>85.2</b>		<b>87</b>

<b>McCormick-Busse, Inc. dba MBI Media</b>							<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
Qualifications of Firm	3.5	3.5	3.5	3.5	4.0	4.0	4	14.7
Staffing/Project Organization	4.0	3.5	3.5	4.0	3.5	4.0	6	22.5
Work Plan	4.0	4.0	3.5	3.5	3.5	3.5	6	22.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
<b>Overall Score</b>	<b>82.0</b>	<b>79.0</b>	<b>76.0</b>	<b>79.0</b>	<b>78.0</b>	<b>81.0</b>		<b>79</b>

<b>Westbound Communications, Inc.</b>							<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	4.0	4	17.3
Staffing/Project Organization	4.0	3.5	4.0	3.5	4.0	4.0	6	23.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	3.6	3.6	3.6	3.6	3.6	3.6	4	14.4
<b>Overall Score</b>	<b>78.4</b>	<b>77.4</b>	<b>80.4</b>	<b>77.4</b>	<b>80.4</b>	<b>78.4</b>		<b>79</b>

Range of score for non-short-listed firms was 34 to 51.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 0-2104 Public Outreach for State Route 55 Improvement Project**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Costin Public Outreach Group</b> Contract Type: Subconsultants: N/A	None	N/A	N/A	N/A	\$	-
<b>Sub Total \$</b>						-
<b>McCormick-Busse, Inc. dba MBI Media</b>						
Contract Type: Time-and-Expense Subconsultants: N/A	C-9-1052	Public Outreach for South Orange County Multimodal Transportation Plan Study	August 12, 2019	June 30, 2021	N/A	\$ 199,694
<b>Sub Total \$</b>						<b>199,694</b>
<b>Westbound Communications, Inc.</b>						
Contract Type: Time-and-Expense Subconsultants: Arellano Associates Lista Design Sir Speedy Printing The Walking Man	C-4-1829	Public Outreach for State Route 91 Improvement Project	December 17, 2014	June 30, 2019	N/A	\$ 199,620
<b>Sub Total \$</b>						<b>199,620</b>



## COMMITTEE TRANSMITTAL

**April 26, 2021**

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

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

**Subject:** OC Streetcar Project Quarterly Update

Transit Committee Meeting of April 8, 2021

**Present:** Directors Chaffee, Do, Jones, Sarmiento, Shaw, and Sidhu

**Absent:** None

### **Committee Vote**

Following the discussion, no action was taken on this receive and file information item.

### **Staff Recommendation**

Receive and file as an information item.



***April 8, 2021***

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Streetcar Project Quarterly Update

***Overview***

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from January 2021 through March 2021.

***Recommendation***

Receive and file as an information item.

***Background***

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) 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 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project line 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, 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, which will be procured separately. Platforms will be 14 inches high to enable level boarding to streetcar vehicles. Furthermore, the installation of new traffic signals and transit signal priority at intersections along the route is also included.

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. Secured exterior vehicle storage, including a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access will also be included.

On March 26, 2018, the Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the Project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149,000,000, in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. Through March 15, 2021, \$57,378,721, has been drawn down on the FFGA.

### ***Discussion***

The following is the status of ongoing project activities related to construction, vehicle manufacturing, and public outreach.

#### **Construction**

In the Pacific Electric Right-of-Way (PEROW), Walsh continues to install OCS pole foundations, duct banks, and three soundwalls. A short retaining wall on the south side of the Harbor Station parking lot was completed, and the sidewalks and medians on Westminster Avenue have been restored. Minor concrete placements on the Westminster and Santa Ana River bridge decks continue, including upcoming placement of plinths, which are raised curbs that the rail is affixed to. Double-sided station platforms at Fairview Street and Raitt Street are under construction, and conduits are being installed at the Harbor Station. Electrical conduits are being placed to serve traction power substations near Westminster Avenue and at the northwest corner of the MSF.

Construction of the MSF is critical to the Project schedule, as it is needed to accept delivery and conduct final acceptance testing for the eight vehicles

being manufactured by Siemens. OCTA continues to coordinate with FTA and the Most Likely Descendant on the reinterment of the Native American cultural remains, which were encountered during excavations at the MSF site in fall 2020. Construction work continues on the site utilities, foundation slab, wheel-truing pit, service and inspection pits, perimeter block wall, and the storm drainage infiltration basin was installed. MSF construction delays have been experienced while waiting for design of cathodic and stray current protection, as well as the associated procurement of the materials. Staff will be seeking Board approval of a construction change order (CCO) to compensate Walsh for changes to the MSF plans associated with building permit design compliance requirements in the second quarter of 2021.

Construction of westbound embedded track on Santa Ana Boulevard between Bristol Street and Raitt Street and between Parton Street and French Street is ongoing. As noted in the communication to the Board on February 23, 2021, several challenges encountered in both sections have impeded track installation progress resulting in portions of the streets being inaccessible for longer periods than originally scheduled. A surveying error at the Bristol Street intersection and a detail related to the streetcar traffic signal detector system near Raitt Street have been resolved and track installation is proceeding. Work to install eastbound embedded track on Santa Ana Boulevard between Raitt Street and Bristol Street is estimated to begin in April 2021. Excavation for embedded track on Santa Ana Boulevard between Mortimer Street and Parton Street exposed about 20 undocumented shallow utilities and one storm drain in conflict with the communications and traction power duct bank, which is installed under the track slab. Some delays were encountered as a new localized track slab and duct bank design detail were developed to enable work to proceed. These new design details will also be utilized on future unknown conflicts.

Walsh has been authorized to undertake advanced “mini-trench” excavation explorations, the width of the duct bank, in future track bed segments to identify unknown utilities which may be present. This will help in minimizing delays and disruptions if additional unknown utilities are encountered. Staff will be seeking Board approval of a supplemental CCO to compensate Walsh for additional utility conflicts in the second quarter of 2021. Other activities in the city streets include continued installation of OCS and traffic signal pole foundations, and the reconstruction of impacted sidewalks and curb ramps.

During the reporting quarter, the construction management team worked on preparation of additional CCOs, including design modifications to the traction power substations, traffic signal interconnects, additional removal and disposal of contaminated soil in the PEROW, and over-excavation of unsuitable soil on Santa Ana Boulevard. Staff anticipates seeking Board approval of these CCOs in the second quarter of 2021.

## Vehicle and Operations

Siemens continues production of eight S700 streetcar vehicles in the City of Sacramento. OCTA has an on-site resident inspector at the Siemens facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. The first six vehicles are currently undergoing static and dynamic testing. Static testing is when the vehicle is stationary inside the facility to verify functionality of components in a controlled environment. Static testing starts earlier in the testing sequence and is also referred to as verification testing. Dynamic testing is performed on the test track and the vehicle is in motion. Dynamic testing allows the vehicle manufacturer to observe the functional behavior of the vehicle, monitor system functionality and performance in vehicle operation, and verify response time. This testing process usually takes approximately two months to verify component and system functionality. The remaining two cars, Cars 7 and 8, are in equipping and final assembly and are anticipated to begin static and dynamic testing in the next quarter.

During the reporting period, a First Article Inspection (FAI) was conducted for the energy absorbing bumper. The energy absorbing bumper is the first of its kind in production by Siemens for the S700 vehicle and is specific to the rail vehicles at OCTA and the City of Phoenix, Arizona. The bumper's unique design incorporates enhanced safety features and can be more easily repaired in the event of an incident, resulting in reduced downtime and ensuring vehicle availability. During the FAI, staff witnessed multiple performance tests and discussed design modifications required before the bumper design was finalized. Two other vehicle components that remain in final design review are the emergency battery drive and the flange lube system, which are both estimated to be closed out next quarter. Additionally, staff coordinated with Siemens in closing out items from the vehicle door FAI that occurred last quarter. FAIs are a contract requirement and a critical component of the manufacturing process to ensure that each component of the vehicle is built according to specifications and quality control measures are met.

Ongoing coordination with Siemens on the design features and FAIs of multiple vehicle components, as well as extended testing efforts for the vehicle door, energy absorbing bumper and emergency battery drive, has impacted the anticipated dates for delivery of the S700 vehicles. As a result, Siemens submitted a revised master program schedule to reflect current progress of production and to propose vehicle completion late in the second quarter. This revised schedule is currently in review by OCTA. Staff is in negotiations with Siemens regarding options for vehicle storage to align with the availability of the Project infrastructure that is needed to accept and test the vehicles. Staff will return to the Board later this year with any contract amendments required for Siemens as a result of these discussions.



On January 19, 2021, a Request for Proposals (RFP) was released for a rail tow vehicle (RTV), which will be used during the testing and commissioning of the system, and in revenue service as an emergency tow vehicle. As of the due date of February 17, 2021, no bids were received for the RFP. Staff followed up with multiple prospective vendors and learned that the nature of the track alignment, specifically the ability of an RTV to navigate 20-meter curves, was a significant challenge in meeting the technical specification. Subsequently, staff has modified the technical specification to allow for an alternative option that eliminates the requirement for tow vehicle to be in high-rail mode (riding on rails) while traversing the 20-meter curves. The RFP has been released with the revised technical specification, and bids are due on April 14, 2021. Staff is also enhancing outreach efforts to the industry given the nature of this specialized vehicle and anticipates returning to the Board in June 2021 for approval of an RTV contract award.

During the quarter, staff coordinated with the operations and maintenance contractor, Herzog Transit Services (Herzog), on timing for the execution of the contract and the potential for a limited notice to proceed with Herzog while the Project completion date is being evaluated, as was discussed with the Board in March 2021.

#### Public Outreach

Coronavirus protocols continued throughout this reporting period, where in-person events were cancelled, and outreach staff continued to rely on electronic and phone notifications for most of its efforts. In addition, bilingual notices were delivered to residents and businesses along portions of Santa Ana Boulevard with active track excavation to highlight specific activities, such as excavations, rail placement, and concrete placement occurring in front of homes and businesses.

OCTA is aware of the issues experienced by the residents on Santa Ana Boulevard between Bristol Street and Raitt Street. Bilingual outreach staff conducted door-to-door canvassing to residents providing an opportunity to acknowledge the inconveniences, explain the cause of the delays, and answer questions about the Project and upcoming work. Residents were gracious and many expressed appreciation for the opportunity to discuss concerns. A bilingual fact sheet explaining the track installation process and a bilingual construction brochure with the Project timeline and descriptions of project phases were provided.

The upcoming segment for work on Fourth Street presents unique challenges due to the concentration of businesses with visitors on Fourth Street between Ross Street and Mortimer Street. A field walk with Walsh, construction management representatives, and City staff was conducted to identify and

highlight specific needs for Walsh, businesses, and visitors given the access and parking needs of the area. Although the exact schedule for the start of this work has not been confirmed, this preparatory effort will allow for informing the businesses and residents about access and phasing of activities.

As part of continually evaluating and enhancing outreach efforts, staff is refreshing the biweekly eblast to include bilingual descriptions of construction highlights. A new link to an interactive map on the Project website with bilingual descriptions of work activities is in development and will be debuted next quarter.

OCTA's Eat Shop Play program has expanded to 47 participants, exceeding the goal of 40 businesses. Targeted social media campaigns and biweekly newsletters continue to feature businesses and include information about local community events.

Both business associations continued to identify projects and programs to expand marketing efforts to develop and implement events to bring visitors safely into Downtown Santa Ana. In addition, modest investments have been made in additional signage and banners to create interest and excitement for visitors. Technical assistance is also being provided to business owners interested in virtual networking and having an increased web presence to accommodate ecommerce opportunities.

### Cost and Schedule

In March 2021, the Board approved the use of \$15.68 million in additional funding to supplement the Project contingency. The Project cost and schedule to complete is under review by OCTA and FTA, considering the challenges encountered and outstanding project risks. Staff will return to the Board on or before November 2021 to present the results of FTA's risk analysis, as well as recommendations for the cost and schedule adjustments needed to complete the Project. The Project cost history documented from key decision points is provided in Attachment A.

The schedule to complete construction and achieve the revenue service date (RSD) has been extended due to realization of known and unplanned risks, including contaminated materials, removal of undocumented underground tank and well and other buried man-made objects, cultural discovery at the MSF, the high number of undocumented utility conflicts, unsuitable subgrade soils, contractor non-compliance and rework, and resolution of design plan and specification deficiencies and omissions. OCTA staff and Walsh are not in agreement on the impact, and in some cases responsibility, of the myriad of risks and issues encountered on the planned critical path schedule. The current updated OCTA staff forecast is for a July 2023 RSD.

The risk assessment currently being performed by FTA is reassessing the overall project cost and schedule. FTA will likely be recommending additional cost contingency to cover additional risk for construction claims, and additional schedule risks to assure the RSD is achieved within the term of the FFGA.

#### **Next Steps**

Construction activities in the next quarter will focus on completing the floor slabs in the MSF building, installation of embedded track in the street and ballasted track in the PEROW, installing OCS poles, delivering the traction power substations, and constructing station stop platforms. Next steps for vehicles include finalizing design for remaining vehicle components, as well as continued production, assembly, and ongoing static and dynamic testing. Upcoming outreach activities include ongoing coordination with the construction team and the City regarding traffic control measures that are needed for the in-street embedded track installation, particularly along Fourth Street where businesses are more prevalent.

#### **Summary**

An OC Streetcar project update covering January 2021 through March 2021 is provided for the Orange County Transportation Authority Board of Directors' review.

#### **Attachment**

- A. OC Streetcar Project Cost History

**Prepared by:**



Ross Lew, P.E.  
Program Manager  
(714) 560-5775

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646

**OC Streetcar Project Cost History**

The following table summarizes the cost history of the OC Streetcar project (Project). The cost is shown at four milestones in the Federal Transit Administration (FTA) New Starts project development process: Entry into Project Development, Entry into Engineering, Submission of the Full Funding Grant Agreement (FFGA) Application, and at FFGA execution following the construction bid opening.

On March 22, 2021, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved \$15.6 million in additional funding to supplement the Project contingency. The interim project cost, including the supplemental contingency and the current updated revenue service date (RSD) forecast, has also been provided in the table. An updated cost and schedule to complete the Project will be presented to the Board on or before November 2021, pending completion of FTA's risk analysis.

	<b>Entry into Project Development May 2015</b>	<b>Entry into Engineering (30% Design) January 2017</b>	<b>Request for FFGA (Post FTA Risk Assessment/ 60% Design) May 2017</b>	<b>FFGA Execution (Post Construction Award) July 2018</b>	<i>Interim Project Cost with Supplemental Contingency</i>
Total Cost* (in millions)	\$250.0	\$298.0	\$299.3	\$407.8	\$423.4
OCTA RSD	December 2019	December 2020	December 2020	October 2021 March 2022 (FFGA RSD)	<i>July 2023</i>

\* Not included in the table is \$8.6 million in previously-programmed funding that is being used for activities that are not eligible for federal participation and cannot to be included in the FFGA Project cost, including early environmental phase work and certain right-of-way acquisition costs.

# **OC Streetcar Project Quarterly Update**

# Construction—Segment 1



- Pacific Electric Right-of-Way (PEROW)
  - Installation of overhead contact system (OCS) pole foundations and communication duct banks.
  - Construction of Fairview station platform.
  - A short retaining wall on the south side of the Harbor Station parking lot was completed.



# Westminster Bridge



- Median is being reconstructed.
- Minor concrete placement on the bridge deck continue, including installation of plinths, which are raised curbs that the rail will be affixed to.

# Santa Ana River Bridge



- Minor concrete placement on the bridge deck continue, including installation of plinths.

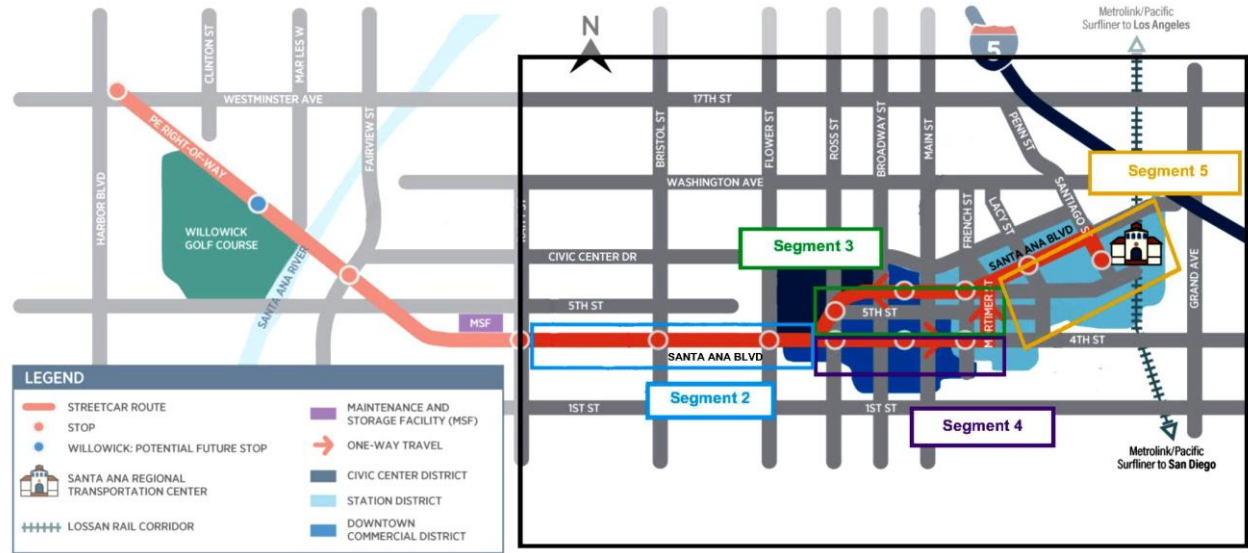


# Maintenance and Storage Facility (MSF)



- Work on utilities, installation of storm water infiltration basin.
- Construction started on perimeter block wall.
- Continued work on west half of the MSF building floor slabs, the car wash foundation and slab, and new electrical substation.

# Construction—Segments 2 Through 5



- Installation of OCS, traffic signal, and streetlight foundations and poles.
- Encountered and remediated railroad ties from the former Pacific Electric Railway, contaminated soil, and unsuitable subgrade soil on Santa Ana Boulevard between Raitt Street and Bristol Street.
- Westbound embedded track installation across Bristol Street proceeding west towards Raitt Street in 300-foot segments.
- Westbound embedded track excavation on Santa Ana Boulevard between Parton Street and Mortimer Street. Northbound embedded track excavation on Mortimer Street.



# Track Installation



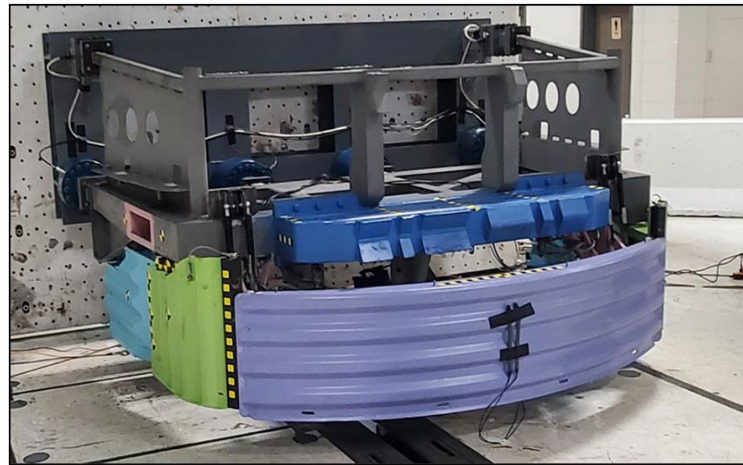


# Upcoming Construction Milestones

- In-street embedded track
- PEROW ballasted track
- Direct fixation plinths for track on bridges
- OCS and traffic signal pole foundations
- MSF slabs and walls
- Station stop platforms
- Delivery and placement of traction power substations

# Vehicles

- The first six of the eight S-700 streetcar vehicles are undergoing static and dynamic testing to verify component and system functionality.
- Cars 7 and 8 are in equipping and final assembly.
- First article inspection conducted for the energy absorbing bumper, which has a unique design that incorporates enhanced safety features and ease of repair.
- Siemens submitted a revised master program schedule. Negotiations are ongoing with Siemens regarding options for vehicle storage to align with the availability of the project infrastructure needed to accept and test the vehicles.





# Vehicles





# Outreach

- Segment 2: Door-to-Door Canvassing
- Segment 4: Field Assessment
- Eat Shop Play

## OC Streetcar Track Construction

**How will the OC Streetcar track be constructed?**  
Crews will install the streetcar rail and infrastructure in a series of steps:

01 Excavating and removing asphalt from the street

02 Pulling pre-prepared rail into position

03 Installing base foundation materials

04 Installing electrical systems

05 Laying down the base materials

06 Pouring the track base around the rail

\*Representative photos, not actual OC Streetcar construction.

**The OC Streetcar features two types of rail:**

1. Rail laid on top of ballast (crushed stone) and anchored by rail ties. The OC Streetcar will use this type of rail in the Pacific Electric Right-of-Way between Harbor Boulevard and Westminster Avenue and Raitt Street.
2. Rail embedded in the street. This type of rail will be featured on most of the project route.

**What to expect during track construction:**

- 24-hour lane closures, parking closures and pedestrian detours
- Construction crews working near your home or business
- Use of heavy machinery to remove asphalt and prepare trench for track bed

This work may be loud. Schedule is subject to change due to inclement weather or unforeseen operational factors.

**Streetcar track construction started in late 2020 and is expected to continue until late 2021**

Thank you for your patience as we build a new transportation option that will benefit residents, commuters and business owners.

OCstreetcar.com

OCstreetcar@octa.net

1(844) 760-OCIC or 1(844) 746-6272

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\*Face covering required

**EAT SHOP PLAY**

**DTSA Farmers' Market**

Every Tuesday night from 3 - 7 PM

3rd St and Bush St, Santa Ana, CA 92701

[www.nativeharvestevents.com](http://www.nativeharvestevents.com)

**OCSTREETCAR**  
octa.net/eatshopplay

## LIVING CAREFREE AND CAR-FREE VIVIENDO DESPREOCUPADO Y LIBRE DE COCHES

The OC Streetcar will benefit residents, commuters and visitors. It will:  
El tránsito de OC beneficiará residentes, pasajeros y visitantes. Va:

- RESIDENTS / RESIDENTES**  
Provide easy and reliable connectivity between neighborhoods, businesses and major destinations.  
Proporcionar una conectividad fácil y confiable entre los vecindarios, negocios y destinos principales.
- LOCAL BUSINESSES / NEGOCIO LOCAL**  
Boost business investment and opportunities and create jobs.  
Impulsar la inversión y las oportunidades comerciales y crear empleos.
- COMMUTERS / PASAJEROS**  
Give commuters in Southern California a last-mile connection from the Santa Ana Regional Transportation Center to Downtown Santa Ana and Garden Grove.  
Ofrecer a los viajeros en el sur de California una conexión de última milla desde el Centro de Transporte Regional de Santa Ana hasta el centro de Santa Ana y Garden Grove.
- ORANGE COUNTY / CONDADO DE ORANGE**  
Allow transit riders and visitors to rely on public transportation for their entire journey throughout Orange County and beyond.  
Hacer posible que los usuarios del transporte público y los visitantes puedan confiar en el transporte público durante todo su viaje en todo el Condado de Orange y más allá.

## CONSTRUCTION SAFETY TIPS CONSEJOS DE SEGURIDAD PARA LAS ZONAS DE CONSTRUCCIÓN

- Be alert around construction.**  
Manténgase alerta en las zonas de construcción.
- Allow for extra travel time.**  
Planee con viajes con tiempo adicional.
- Follow traffic signals and message boards.**  
Siga las señales de tráfico y los tableros de mensajes.
- Always use designated crosswalks.**  
Siempre utilice cruces peatonales designados.
- Limit distractions such as cellphones and headphones.**  
Limite las distracciones, como el uso de teléfonos celulares y audífonos.

**Coming in 2022**  
Próximamente en 2022

**OCSTREETCAR**  
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Para más información visite [www.ocstreetcar.com](http://www.ocstreetcar.com)

**BUSINESS Spotlight**

**EAT SHOP PLAY**

Looking to grab a bite of Mexican food to celebrate National Tortilla Chip Day on 02/24? Check out the local businesses featured below!

**Taquerías Guadalajara**

**Restaurante Las Cazuelas**

**El Rincon Mexicano**

**El Mercado Modern Cuisine**



## COMMITTEE TRANSMITTAL

**April 26, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board  
**Subject:** Interstate 405 Improvement Project Update

*Andrea West*

### Regional Planning and Highways Committee Meeting of April 5, 2021

**Present:** Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Murphy, and Sarmiento  
**Absent:** Director Muller

### **Committee Vote**

Following the discussion, no action was taken on this receive and file information item.

### **Staff Recommendation**

Receive and file as an information item.





***April 5, 2021***

**To:** Regional Planning and Highways Committee

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

**Subject:** Interstate 405 Improvement Project Update

### ***Overview***

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

### ***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, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine 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.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

***Discussion***

A number of activities are ongoing as the construction work continues to advance. The following provides a more detailed status of Project activities.

**Financing and TIFIA Loan**

In July 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to approximately \$629 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau (Bureau) and Federal Highway Administration. OCTA has received two TIFIA loan disbursements amounting to approximately \$287 million.

In October 2020, OCTA staff received Board approval to pursue a reset of the interest rate on the TIFIA loan. OCTA has applied, and is currently working with the Bureau, to reset the 2.91 percent interest rate on the 2017 TIFIA loan. If successful, the current interest rate of 2.91 percent could be reduced, resulting in substantial debt service savings. Based on the estimated timeline provided by the Bureau, OCTA is targeting a financial close for the new TIFIA loan in April of this year.

**Tolling Contracts**

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management (ETTM) system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023. Kapsch has received approval for the ETTM infrastructure final design to be used for the 405 Express Lanes, including equipment types and configurations. Kapsch continues to review the design-builder's plans and construction activities and has provided input on requirements for the Toll Operations Center (TOC) improvements. The TOC will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations.

OCTA staff developed a request for proposals for the back-office system and customer service center operations for the 405 Express Lanes. The Board approved its release in June 2020, and a preferred vendor will be recommended to the Board for approval in late 2021. Also, later this year, OCTA staff will be presenting the Board options for a future customer service center and roadway services location. OCTA staff is currently evaluating various buy versus lease options and will be seeking Board direction on a future site to locate these services. This location is separate from the TOC location as it needs to be readily accessible to the public for customer service purposes.

## Design

The final design is substantially complete at this time. The DB process allows for design refinements, and that process will continue throughout the remainder of construction.

## Right-of-Way (ROW) Acquisition

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The ROW required to construct the Project is comprised of a combination of fee acquisitions, permanent easements, temporary construction easements, permanent and temporary ground lease reductions, and access control rights. This ROW is required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is on schedule. As of July 2020, OCTA has possession of the required property rights needed for all 288 property impacts, which retires a significant risk to OCTA. The overall ROW process continues as OCTA works with certain property owners to finalize remaining agreements on costs related to certain acquisitions. As this is a DB project, minor additional ROW needs may become necessary in the future as construction continues. Of the 288 total properties impacted, 288 offers were presented and the ROW is in OCTA's possession for construction. There were 60 resolutions of necessity (RON) approved by the Board and no additional RONS are anticipated at this time.

## Utility Relocations

There are currently 132 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 85 percent of the necessary utility relocation agreements and is in the process of finalizing the remaining utility agreements. There are several remaining potential utility relocation risks, including various Southern California Edison (SCE) facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405. Many critical utility relocations that had once been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, and SCE have been successfully completed. Additionally, a major Southern California Gas (SCG) pipeline relocation within the United States Navy property that posed a significant risk to the Project schedule has been successfully completed on schedule.

However, a new conflict along a different section of the same existing SCG gas line near Bolsa Chica Road was recently identified as a conflict by the design-builder, and it has been determined that this portion of the existing facility cannot be protected in place and requires relocation. OCTA is taking an active role in coordinating this relocation with both the design-builder and SCG to allow construction activities at this location to continue, and to mitigate any potential risks to the Project schedule.

### Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities are also substantially complete at this time.

Significant roadway construction activities, including installation of drainage systems, retaining walls and soundwalls, and paving operations began in earnest in 2019, and will continue through the end of the Project. Construction at Oceanview Channel, Greenville-Banning Channel, and East Valley Channel, three major drainage facilities that cross under the freeway, is well underway. Additionally, over half of the retaining walls and soundwalls needed for the Project are currently under construction or complete. A majority of the walls needed for the Project are anticipated to be complete by the end of 2021.

After the opening of the Slater Avenue overcrossing bridge in the fall of 2019, demolition and construction activities commenced on Bushard Street and Talbert Avenue. The Bushard Street overcrossing bridge was completed and opened to traffic in October 2020. The Talbert Avenue overcrossing bridge construction is nearing completion, and the bridge is anticipated to be opened to traffic in April of this year. Construction on the McFadden Avenue overcrossing bridge also was completed, and the bridge was opened to traffic in October 2020. The Edinger Avenue and Edwards Street overcrossing bridges began construction in the second half of 2020. The Edwards Street overcrossing bridge is anticipated to be opened to traffic late this year. The Edinger Avenue overcrossing bridge is anticipated to be opened to traffic early next year. Slater Avenue, Bushard Street, Talbert Avenue, Edinger Avenue, McFadden Avenue, and Edwards Street are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Significant bridge construction also continued at the Fairview Road, Brookhurst Street, Magnolia Street, Bolsa Avenue, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossing bridges. These are two-stage bridges, which means traffic is being maintained on the remaining

portion of the bridge while the first half of the new bridge is constructed. The first half of the new Magnolia Street overcrossing bridge opened last year, and the full bridge is anticipated to be the first two-stage bridge to be opened to traffic early this summer. Similarly, the first halves of the new Goldenwest Street and Bolsa Chica Road overcrossing bridges opened last summer, and the full bridges are anticipated to be opened early next year. The first halves of the new Fairview Road and Westminster Boulevard overcrossing bridges opened in the last few months, and the full bridges are anticipated to be opened early next year. The first half of the Bolsa Avenue overcrossing bridge is anticipated to be opened this summer, and the full bridge is anticipated to be opened later next year. Construction on the first half of the Brookhurst Street overcrossing bridge began late last year.

This past quarter, the widening of existing freeway bridges continued over Harbor Boulevard, Santa Ana River, Beach Boulevard, Bolsa overhead railroad crossing, and an old United States Navy railroad crossing.

Lastly, the Heil pedestrian overcrossing bridge was demolished last fall and a new pedestrian overcrossing is under construction at this location, and is anticipated to open to pedestrian traffic later this year.

Looking ahead, the remainder of 2021 will remain busy related to bridge, wall, and pavement construction.

### Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Project schedule impacts and mitigations

Additionally, in September 2019, there was a discovery of archaeological resources within the Project site. OCTA is following established state procedures for this type of discovery, and is working with the responsible parties to ensure appropriate and respectful procedures are followed. This discovery impacted construction at a specific location; however, construction has since resumed.

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Significant schedule mitigations have been implemented

during the course of construction. These include expediting construction of several key bridges and extended overnight and daytime freeway lane closures to take advantage of the significantly reduced traffic volumes on the freeway last spring related to the coronavirus (COVID-19) pandemic. The objectives of the schedule mitigations are to minimize schedule delay impacts while balancing the minimization of traffic impacts.

### **Risks Remaining**

Many of the Project risks have been realized during the design phase and the first half of construction and have since been retired. However, there are risks that remain for the second half of construction moving forward. The COVID-19 pandemic continues to be a risk as the effects and duration of the pandemic remain unknown. OCTA, its partners, and OC405 remain vigilant in taking the appropriate safety measures to minimize impacts to the workforce and construction progress. Additional archaeological discoveries also continue to be a risk as excavation in certain areas of the Project will take place in the next year. OCTA has taken a proactive approach with the appropriate stakeholders to minimize impacts if there are future discoveries. The timely relocation of utilities is always a risk and the team will remain very focused on these efforts. Lastly, the coordination near the end of the Project when Kapsch will be installing and testing the tolling equipment, at the same time OC405 will be completing construction, is key to remaining on schedule. Coordination efforts to plan for this timeframe at the end of the Project are ongoing and have been effective to date.

### **Project Cost and Schedule**

The overall Project cost is \$2,080,234,000. The Project milestones for substantial completion and opening of the 405 Express Lanes are scheduled for late 2023.

### **Public Outreach**

In the last several months, the OCTA Outreach team has conducted six virtual meetings with community members along the Project corridor, as well as with key stakeholders such as OCTA's Diverse Community Leaders Group. An average of 100 people participate in each of the virtual meetings, double the average number of participants at past in-person meetings. The Outreach team will continue to utilize virtual meetings, with a phone-in option for those who do not have online access, as a crucial tool to extend the reach of Project communications.

Virtual meetings allow the team to hold more meetings more frequently, providing opportunities to engage the larger community regarding major activities like bridge demolition, as well as connect with smaller groups to provide construction status updates.

From December 1, 2020 to February 28, 2021, the team received an average of about 90 comments and questions per month from the public, a decrease from the monthly average for 2020. The calls and emails focus on construction activities, bridge and interchange design, maintenance inquiries, and schedule questions.

During this three-month period, there was a 50 percent increase in the use of the Project's interactive map of closures and detours, as traffic volume picked up. Meanwhile, the team continues to utilize proven communication methods, distributing an average of approximately 40,000 flyers each month, and sending out an average of 35 email alerts. Social media and location-based advertising, which deliver short, relevant messages about upcoming activities to mobile devices in specific geographic areas, continue to be cost-effective methods to reach a broad audience. These tools encourage new subscribers to join the Project email database.

In the next three months, the team has another five neighborhood meetings planned to discuss major activities at Ward Street, Bolsa Avenue, and Warner Avenue, and to provide status updates on work at Beach Boulevard and Edwards Street. In addition, the team will hold several focused presentations with smaller groups of residents and business owners to discuss activities occurring adjacent to the groups' properties and businesses.

The team also is focusing on additional strategies to reach diverse and disadvantaged communities throughout the Project corridor. The core element of this effort is partnering with several community-based groups and faith-based organizations that serve the County's diverse populations. These partnerships will be the foundation for additional proactive, culturally sensitive outreach to notify these communities about construction activities and impacts.

Meanwhile, the team will continue coordinating closely with residents living along the freeway whose properties are directly impacted by construction activities such as wall and bridge construction. In the last three months, the team has facilitated more than 60 pre- and post-construction surveys and worked with another 60 property owners who have temporary construction easements. These sensitive activities require a significant level of coordination between the OCTA Outreach and ROW teams and the contractor to ensure easement conditions are met and residents' concerns are addressed.

Next month, the second half of the Magnolia Street bridge is anticipated to open to traffic. This will be the first two-stage bridge on the Project to fully open, and the Outreach team is working on plans to commemorate the milestone.

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**Summary**

Construction continues to advance. Currently, utility relocations, public outreach, and other activities are in process to continue the construction phase of the Project.

**Attachment**

None.

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**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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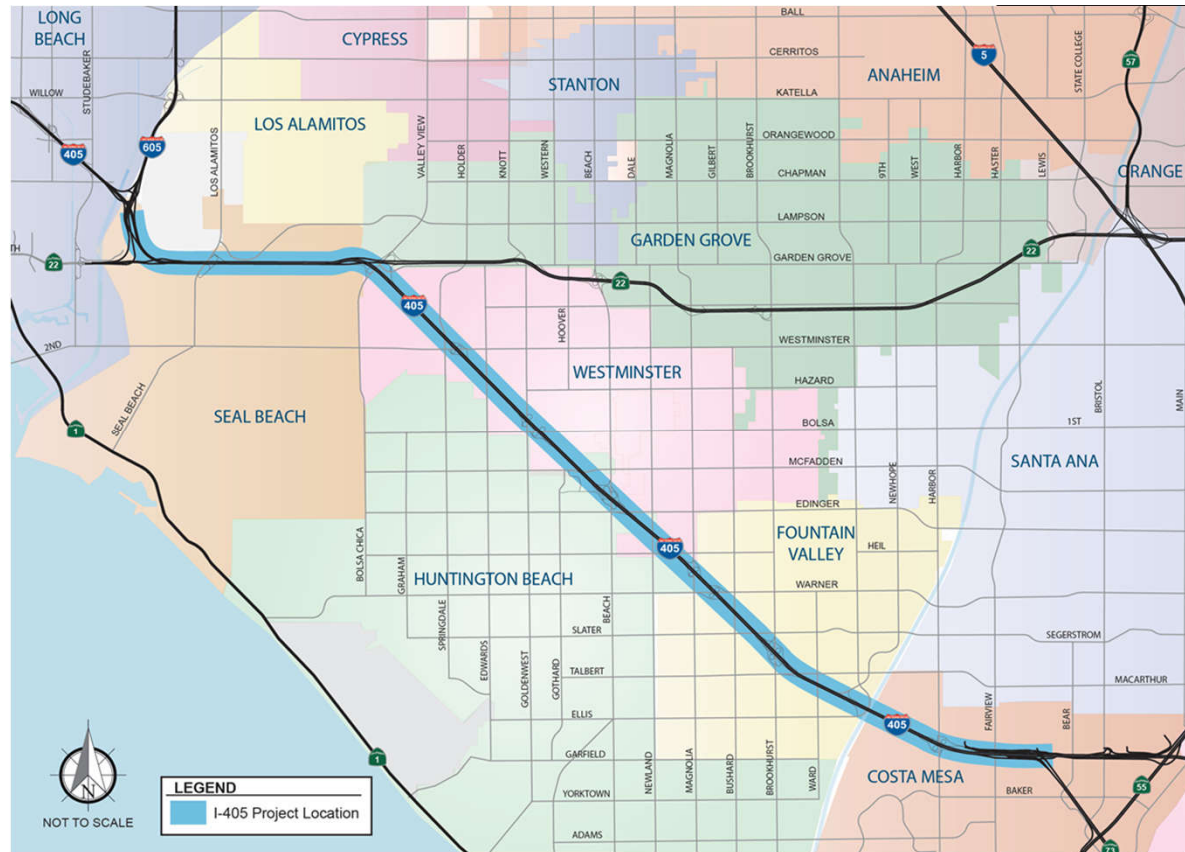




# Interstate 405 Improvement Project Update



# Project Location and Key Features



# Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors awards design-build (DB) contract to OC 405 Partners	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018
Anticipated substantial completion	Late 2023

\* Transportation Infrastructure Finance and Innovation Act

# Project Update



## General

- Over 55 percent complete with project
- TIFIA interest rate reset

## Design and Right-of-Way Possession

- Substantially complete with both design and right-of-way possession

## Construction

- Three bridge replacements complete
- Most of the retaining walls and soundwalls needed for the project will be completed in 2021
- Over 1,000 workers involved in the project each working day



# Construction Update

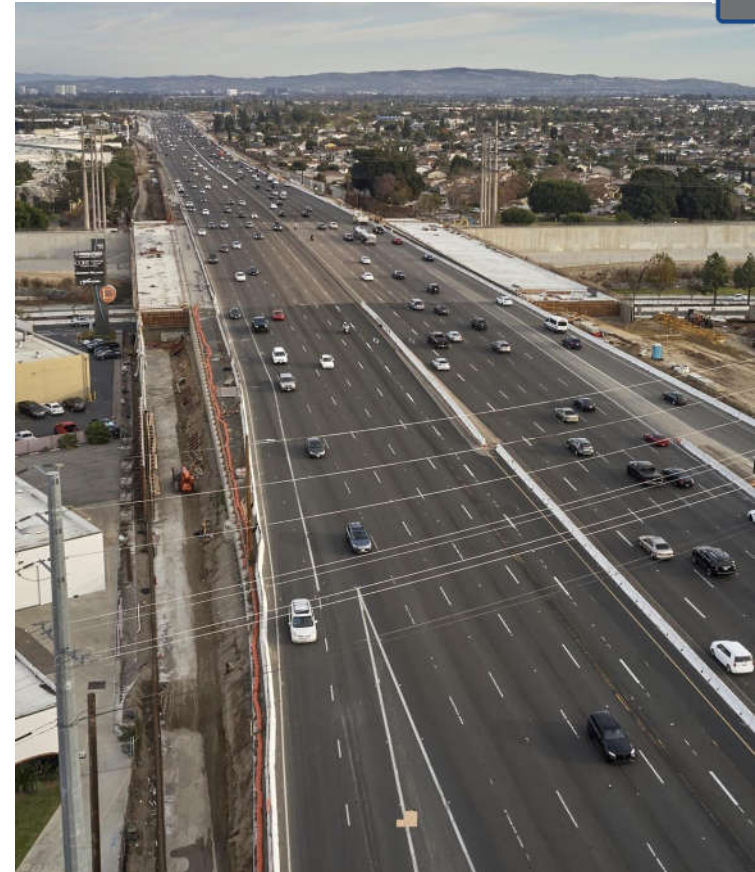


**Slater Avenue, Bushard Street, and McFadden Avenue bridges complete**

# Construction Update



**Fairview Road bridge construction**



**Santa Ana River bridge construction**



# Construction Update



**Talbert Avenue bridge construction**



**Magnolia Street bridge construction**



# Construction Update



**Heil Avenue pedestrian overcrossing construction**



**Edinger Avenue bridge construction**

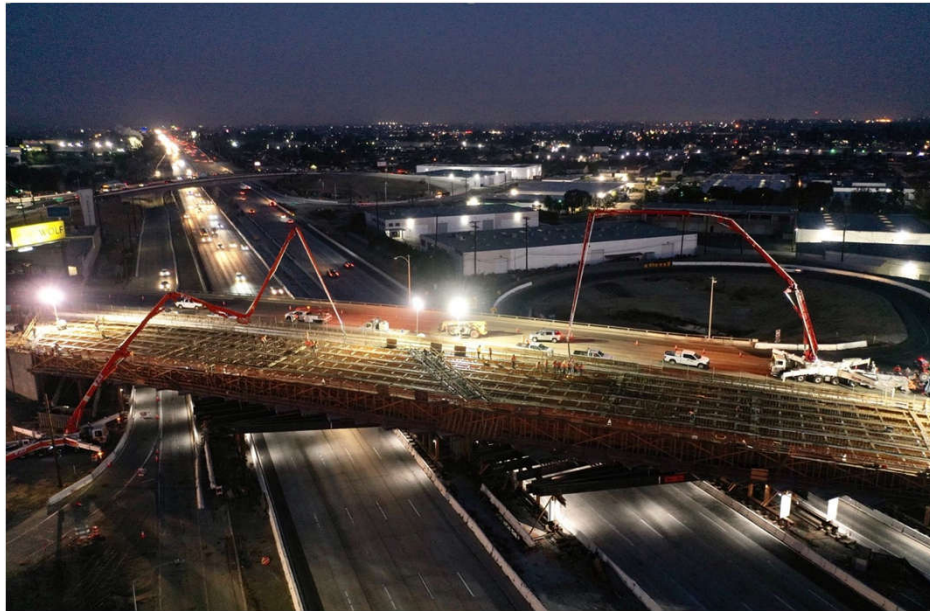


# Construction Update



**Beach Boulevard construction**

# Construction Update



**Bolsa Avenue bridge construction**



**Goldenwest Street bridge construction**



# Construction Update

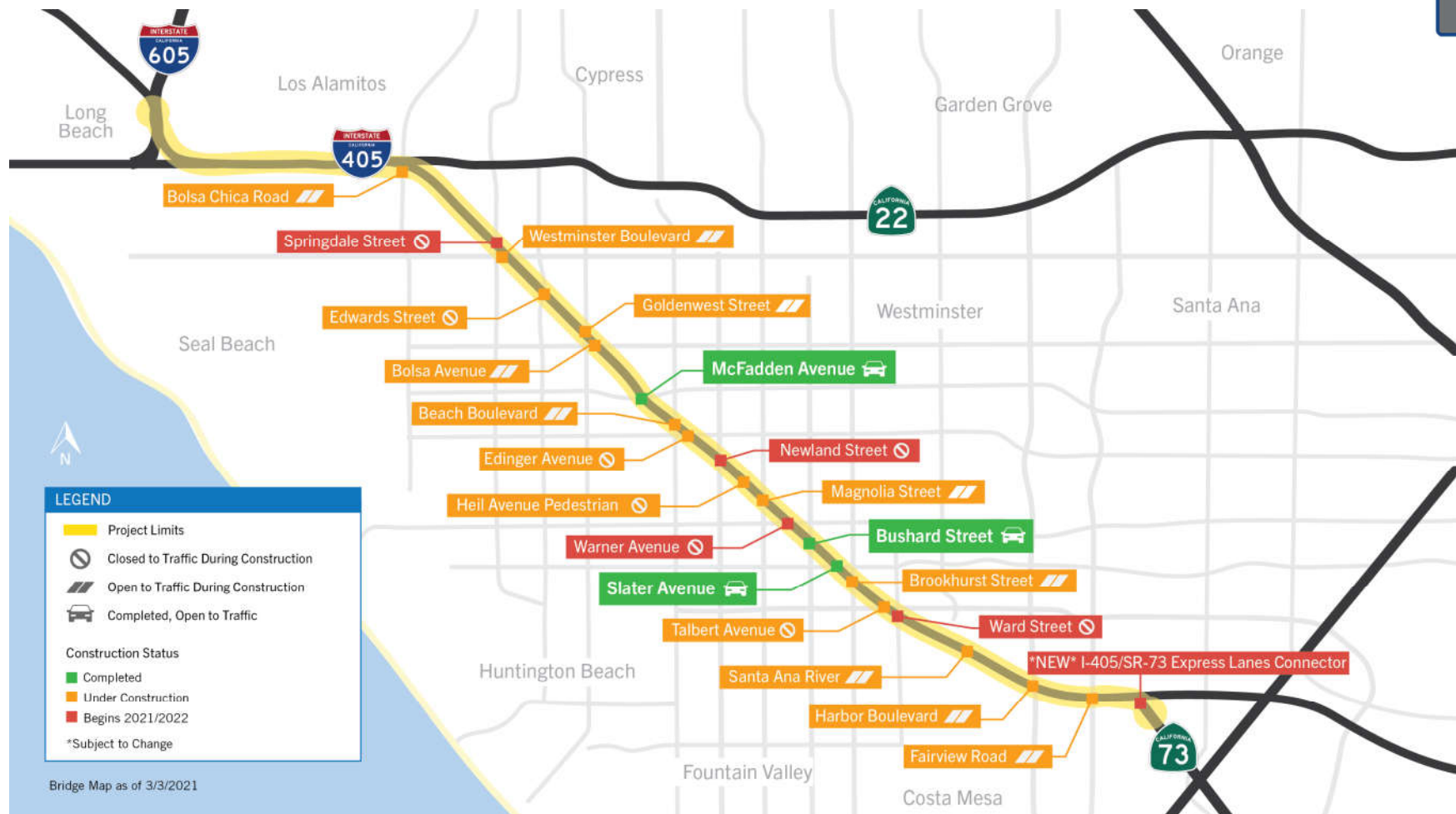


**Edwards Street bridge construction**

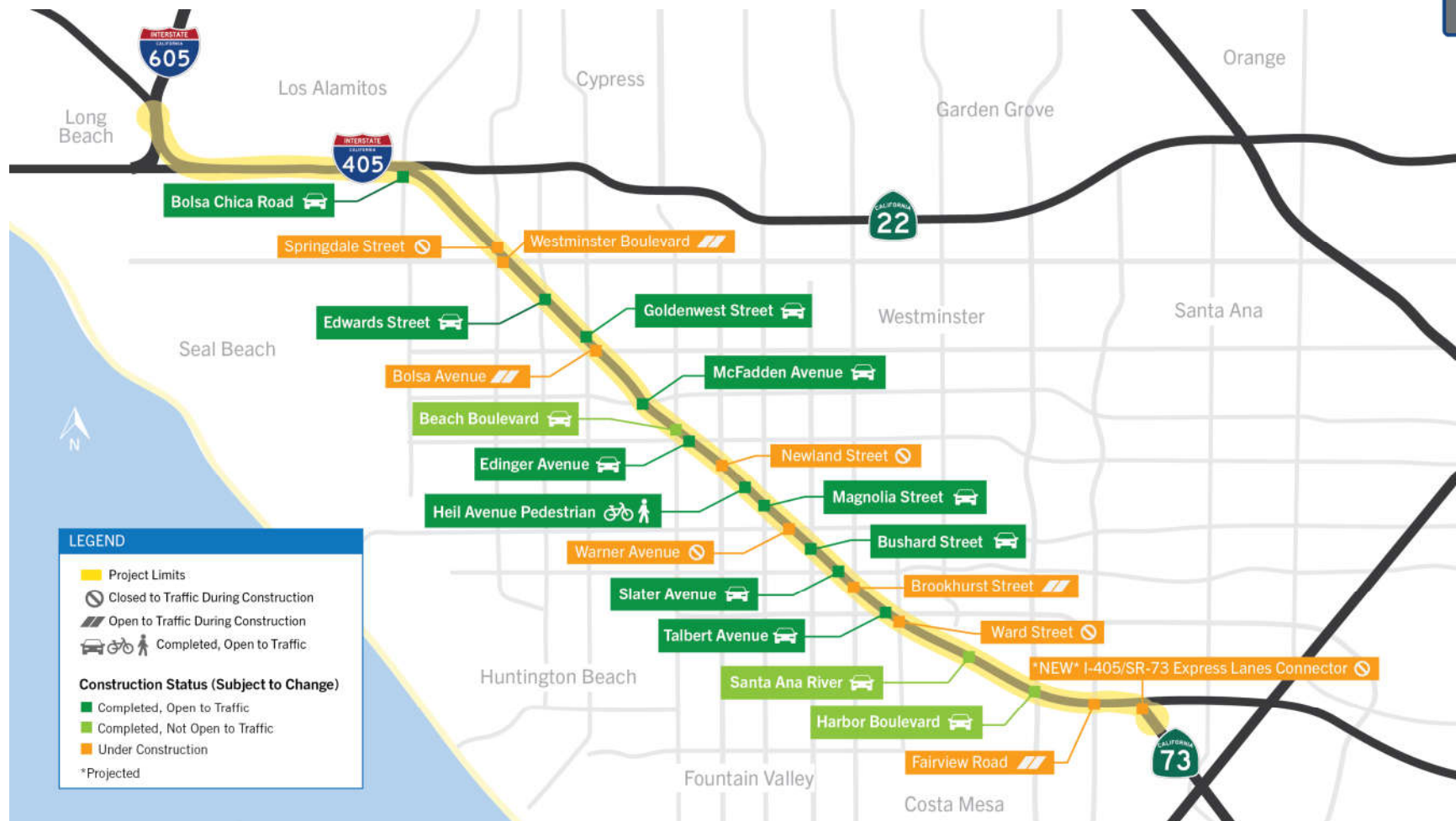


**Bolsa Chica Road bridge construction**

# Bridge Construction Map – Today



# Bridge Construction Map – Spring 2022



# Major Risks Remaining



- Additional archaeological discoveries
- Coronavirus (COVID-19)
- Utility relocation delays
- Design-builder/toll lanes system integrator coordination

# Outreach Metrics



Category	Monthly Average December 2020 to February 2021	Monthly Average 2020
Public Comments, Questions	87	143
Social Media Reach	205,449	233,645
Construction Alerts	35 alerts (31 percent open rate)	21 alerts (29 percent open rate)
Interactive Map Users	1,579	1,049
Location-Based Advertising	210,929 impressions	298,468 impressions
Flyers	39,350	39,568



# Upcoming Outreach



- Virtual neighborhood meetings
  - Ward Street
  - Bolsa Avenue
  - Warner Avenue
  - Beach Boulevard
  - Edwards Street
- Major activity notifications
  - Bridge demolition and pile driving
  - Extended ramp closures
- Key stakeholders
  - Diverse/disadvantaged communities
  - First responders
  - School districts, OC Fair, and Event Center
- Milestones
  - Magnolia Street bridge completion

**CONSTRUCTION ALERT**  
Fairview Road Bridge Partial Demolition

**WHAT** Crews shifted traffic to the new side of the Fairview bridge over I-405 on Friday, Feb. 12, in anticipation of partial demolition. Demolition activities have begun and the second half of the bridge will be demolished over two nights, under full freeway closures. Additional nighttime demolition will occur for several weeks under freeway lane closures. Some daytime demolition also is anticipated. *Please be advised that this work may be loud.*

**WHERE** Fairview bridge over northbound (NB) and southbound (SB) I-405, in Costa Mesa.

**WHEN**  
Night One  
• NB full closure from 10 p.m. Saturday, Feb. 20, to 6 a.m. Sunday, Feb. 21  
• NB lane reduction from 8 a.m. to 9 a.m. Sunday, Feb. 21  
• SB full closure from 10 p.m. Saturday, Feb. 20, to 9 a.m. Sunday, Feb. 21  
Fairview between McCormick Lane and South Coast Drive also will be closed for this work. However, residential access will be maintained.  
Night Two  
• Saturday, Feb. 27  
• The outreach team will provide more information including the detour information in the coming days.  
Detours: [octa.net/405map](http://octa.net/405map)  
Note: Dates and times may change due to unforeseen operational factors or inclement weather.

**WHY** Several bridges are being replaced as part of the freeway widening.  
Sign up for project-wide and bridge-specific construction alert at [bit.ly/405map](http://bit.ly/405map)

**FOR MORE INFORMATION**

PROJECT HELP LINE	888-405-8884
PROJECT EMAIL	<a href="mailto:405improvement@octa.net">405improvement@octa.net</a>
SOCIAL MEDIA	<a href="https://www.facebook.com/405improvement">facebook.com/405improvement</a>
PROJECT WEBSITE	<a href="http://405improvement.com">405improvement.com</a>
PROJECT WEBSITE	<a href="http://405improvement.com">405improvement.com</a>
PROJECT WEBSITE	<a href="http://405improvement.com">405improvement.com</a>

For more information about this project, please contact the 405 Community Outreach Team at [405community@octa.net](mailto:405community@octa.net) or 888-405-8884, or visit [octa.net/405improvement](http://octa.net/405improvement).  
Si prefieren recibir información en español, por favor llámenos al número 888-405-8884.  
Nếu quý vị muốn nhận thông tin về dự án nâng cấp I-405, xin vui lòng liên lạc với Ủy Ban 888-405-8884.

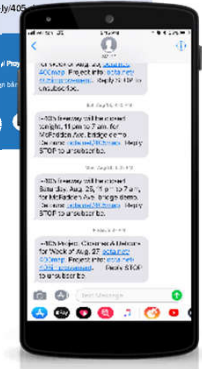


**CONSTRUCTION ALERT**

For more information about this project, please contact the 405 Community Outreach Team at [405community@octa.net](mailto:405community@octa.net) or 888-405-8884, or visit [octa.net/405improvement](http://octa.net/405improvement).  
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**CLICK HERE TO VIEW CONSTRUCTION ACTIVITIES ON THE INTERACTIVE MAP**

The video and print a detailed list of closures and detours **CLICK HERE!**



**REMINDER! Fairview Road Bridge Partial Demolition**

405 Improvement Project | Fairview Road Bridge and Northbound (NB) I-405 Closures and Detours  
Closures and detours for the Fairview Road Bridge and NB I-405 are planned for Saturday, Feb. 20 and Sunday, Feb. 21. Please plan your travel accordingly.

**waze**