



AGENDA

Legislative and Communications Committee Meeting

Committee Members

Shawn Nelson, Chairman
Michael Hennessey, Vice Chairman
Laurie Davies
Barbara Delgleize
Al Murray
Tim Shaw
Gregory T. Winterbottom

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California

Thursday, October 18, 2018 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 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 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 Committee 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.

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

Call to Order

Pledge of Allegiance

Director Winterbottom

1. Public Comments

Special Calendar

2. Conference Call with State Legislative Advocate Moira Topp Moira Topp/Lance M. Larson

An update of legislative items in Sacramento will be provided.



Consent Calendar (Item 3)

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

3. Approval of Minutes

Approval of the minutes of the Legislative and Communications Committee meeting of September 20, 2018.

Regular Calendar

4. Federal Legislative Status Report Dustin J. Sifford/Lance M. Larson

Overview

An update is provided on the 2019 appropriations process and legislation to reauthorize the Federal Aviation Administration. Summaries of hearings on rail safety and innovations in transportation are included. An update is also provided on national fuel economy standards and greenhouse gas emissions.

Recommendation

Receive and file as an information item.

5. Agreement for Federal Legislative Advocacy and Consulting Services Kristin Essner/Lance M. Larson

Overview

On June 25, 2018, the Board of Directors approved the release of a request for proposals for federal legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2018. An evaluation team comprised of staff and members of the Board of Directors has reviewed the proposals and conducted interviews with a short list of proposers. Board of Directors' approval is requested to select a firm to provide federal legislative advocacy and consulting services for the two-year period beginning January 1, 2019.



5. (Continued)

Recommendations

- A. Approve the selection of Potomac Partners DC to provide federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1750 with Potomac Partners DC, in the amount of \$20,000 per month, for the period of January 1, 2019 to December 31, 2020, with two, two-year options, to perform federal legislative advocacy and consulting services.

Discussion Items

6. Chief Executive Officer's Report

7. Committee Members' Reports

8. Closed Session

There are no Closed Session items scheduled.

9. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, November 15, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



Committee Members Present

Shawn Nelson, Chairman
Michael Hennessey, Vice Chairman
Laurie Davies
Barbara Delgleize
Al Murray
Tim Shaw
Gregory T. Winterbottom

Staff Present

Darrell E. Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Sara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel
OCTA Staff and Members of the General Public

Committee Members Absent

None

Call to Order

The September 20, 2018 regular meeting of the Legislative and Communications Committee was called to order by Committee Chairman Nelson at 9:05 a.m.

Pledge of Allegiance

Director Davies led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Sacramento Advocate Presentation

Lance Larson, Executive Director of Government Relations, introduced Sacramento Advocate, Moira Topp, who reported on the following:

- The Legislature adjourned on August 31st at midnight and the Governor has until September 30th to review the bills received.
- There were 2,300 bills introduced this year, the Governor has signed 900 of them, vetoed 42, and 600 still need to be deliberated.
- Recap on bills this year:
 - Assembly Bill (AB) 327 – Bill died in the Appropriations hearing.
 - Toll Evasion Bill – Died.
 - AB 3124 – Gives the Orange County Transportation Authority (OCTA) more flexibility with bike racks on articulated buses.
 - AB 3201 – Provides more structure to the California Air Resources Board (ARB) regulations for bus purchases. This bill was not successful.



2. (Continued)

- Senate Bill (SB) 1119 – Reforms and streamlines the Low Carbon Transit Operations Program. This bill is pending before the Governor.
- SB 502 – Allows Metrolink to use Construction Management/General Contract authority which was amended on the floor. OCTA worked with Metrolink and its sister agencies.
- AB 382 – Related to the Transportation Corridor Agencies which could come back.
- SB 1466 and Senate Constitutional Amendment 20 - Companion measures related to online sales tax issues that were not successful.
- The Assembly includes:
 - 55 Democrats
 - 25 Republicans
 - Three open seats
- The Senate includes:
 - 26 Democrats
 - 14 Republicans
 - One open seat
- Most of 2019 will probably be spent adapting to the new Governor.
- Number of court decisions that will have some ramifications.
- The budget for next year will be already be put together by the Governor's team and the new Governor will have input on the May revisions.
- SB 1 and Proposition 6 in the transportation field are of high focus for next year on whether they pass or fail.

Consent Calendar (Items 3 and 4)

3. Approval of Minutes

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to approve the minutes of the Legislative and Communications Committee meeting of August 16, 2018.

4. Update to Orange County Transportation Authority Limited English Proficiency Plan

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to review and approve the updated Orange County Transportation Authority's 2018 Limited English Proficiency Plan.



Regular Calendar

5. State Legislative Status Report

Lance Larson, Executive Director of External Affairs provided opening comments and introduced Kristin Essner, Manager of State and Federal Relations, who reported on the following:

- An overview of SB 502, reasons for OCTA's oppose unless amended position, and how the bill was eventually amended.
- After the author accepted OCTA's amendments, OCTA's position changed to a support position.
- SB 502 would give OCTA and other county transportation commissions construction manager/general contractor authority for any Metrolink projects.
- Federal government is seeking to remove the Clean Air Act waiver for the State of California to enforce its own clean air vehicle standards.

A discussion ensued regarding:

- Darrell E. Johnson, Chief Executive Officer (CEO), OCTA, and Art Leahy, Chief Executive Officer of Metrolink, having conversations about discrepancies in the process and the language amending SB 502, that was not shared with OCTA.
- Concerns with Metrolink not adhering to OCTA's historical process in regards to allowing sufficient time for OCTA to review the new language in SB 502.
- Committee Chairman Nelson and Director Winterbottom serve on the Board of Directors for Metrolink and stated it is their responsibility to address the Board.
- A suggestion to amend the Joint Powers Authority (JPA) that governs Metrolink to ensure any legislation that has not come to the member agencies first cannot be sponsored.
- Metrolink's actions put OCTA in an uncomfortable position to disagree on the bill in Sacramento, when OCTA should be supportive of Metrolink.
- OCTA took a much more vocal position than other member agencies but gained the support of the Los Angeles County Metropolitan Transportation Authority and Riverside County Transportation Commission.
- James Donich, General Counsel, stated that any amendment to the JPA agreement would require a unanimous agreement by the voting agencies.
- Update on AB 2886, OCTA not taking a position, and the reason for the push was due to bargaining tactics.



5. (Continued)

- Differences between the federal air quality regulations in California and other states.
- Director Murray has asked the Legislation and Communications Committee to monitor Assembly Concurrent Resolution No. 149, which will be dedicated and sponsored by the City of Tustin.

Following the discussion, no action was taken on this receive and file information item.

6. The Orange County Transportation Authority's Draft 2019-2020 State and Federal Legislative Platforms

Lance Larson, Executive Director of External Affairs provided opening comments and Kristin Essner, Manager of State and Federal Relations, reported on the following:

- The final adoption of the State and Federal Legislations Platforms will be brought to the Legislation and Communications Committee in November.
- Overview on how the drafts incorporate feedback and suggestions solicited from OCTA staff and various groups.
- Attachments A, B, and C of the Staff Report were referenced to reflect the draft changes.
- Highlights of larger changes made to the State and Federal Platforms.

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to direct staff to further develop the initial drafts of the Orange County Transportation Authority's 2019-20 State and Federal Legislative Platforms and prepare subsequent drafts for final approval later this year.

7. Proposed Innovative Clean Transit Regulation

Kristin Essner, Manager of State and Federal Relations, provided opening comments and presented a PowerPoint presentation as follows:

- Requirements for Transit Agencies;
- Areas of Concern; and
- Next Steps.

A discussion ensued regarding:

- Clarification on the requirement of 25 percent of buses to be zero-emission based on when the bus procurement takes place.

7. (Continued)

- Explanation on what is considered as a zero-emission bus.
- Positive and negative impacts of zero-emission buses, references to Attachments A and B of the Staff Report, and how OCTA would prefer the regulations to be based on a performance outcome rather than on a purchase requirement.
- Weight limit concerns on zero-emission buses.

Following the discussion, no action was taken on this receive and file information item.

Discussion Items

8. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

- Staff will report back to the Legislation and Communications Committee on the results of the September 27th ARB hearing.
- Director Murray took second place in the bus driving competition at the OCTA Bus Rodeo and Jennifer Bergener, Chief Operating Officer, took first place in the Executive category.
- The Santiago Canyon College student pass program will be going into effect, and a kick-off event will be held on campus next Wednesday, September 26th, at 11:45 a.m.
- The OC Flex pilot will be launched on October 15th in Huntington Beach, and on October 20th in south Orange County. In addition, a series of outreach events will be held as follows:
 - September 21st – Staff will be at the Taste of Bella Terra in Huntington Beach from 6:00 p.m. to 9:00 p.m.
 - October 8th – The new OC Flex vehicle will be displayed at the OCTA Headquarters after the OCTA Board meeting.
- On Saturday, September 22nd, OCTA will be hosting an open house at the OCTA Headquarters parking lot to provide information about the Long-Range Transportation Plan. The open house will take place from 9:00 a.m. to 12:00 p.m.

9. Committee Members' Reports

Director Delgleize asked Ms. Topp if the Governor signed a bill that no longer requires scooter riders to wear a helmet. Ms. Topp confirmed that this is true, and it will only apply to riders over the age of 18 years old.



10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 10:01 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, October 18, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Shawn Nelson
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



October 18, 2018

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

An update is provided on the 2019 appropriations process and legislation to reauthorize the Federal Aviation Administration. Summaries of hearings on rail safety and innovations in transportation are included. An update is also provided on national fuel economy standards and greenhouse gas emissions.

Recommendation

Receive and file as an information item.

Discussion

Appropriations Update

As part of the "minibus" appropriations process, the President has signed bills to fund a portion of government operations for Federal Fiscal Year 2019. Five of the 12 appropriations bills have been signed into law thus far. Unfortunately, the transportation funding bill has not yet been enacted, making it one of seven appropriations bills subject to a continuing resolution until December 7, 2018.

Leaders of the House and Senate Appropriations Committees have begun work to conference the transportation funding bill as part of a four-bill "minibus" that has been approved by the Senate. Since the full House did not pass a transportation funding bill, the conference committee is basing the final draft on the version that passed the Senate, which funds most transportation programs above levels authorized in the Fixing America's Surface Transportation Act. The Senate bill provides \$26.6 billion for the Department of Transportation, including \$2.55 billion for the Capital Investment Grants (CIG) program. The Senate bill also includes amendments to expedite administration of the CIG program and prohibit the procurement of rail cars and buses from manufacturers subsidized

by the Chinese government. Congress must act to fund transportation programs beyond December 7, 2018, after the November elections.

Federal Aviation Administration (FAA) Reauthorization Legislation

On October 4, 2018, the Senate approved H.R. 302, a bill to reauthorize the FAA, by a vote of 93-6. The amendment adding the FAA reauthorization bill to H.R. 302 passed the House by a vote of 398-23. The President was expected to sign the bill in short order. The Orange County Transportation Authority (OCTA) and other regional stakeholders worked on inserting language into the bill to address an FAA rule promulgated on December 8, 2014, that would require state and local general sales tax revenue from the sale of aviation fuel to be invested in airport operations. Working with the Self-Help Counties Coalition (SHCC), OCTA previously supported efforts to exempt existing sales tax measures from this regulation and seek flexibility in meeting any requirements through the investment in transportation infrastructure that serve airport patrons. These actions are consistent with the provision in OCTA's 2017-18 Federal Legislative Platform opposing legislation diverting revenues from locally-approved sales taxes. Unfortunately, amendments to achieve this goal were not included in the bill. OCTA will continue to work with the SHCC and other impacted entities to explore options to clarify this issue moving forward.

Hearings on Positive Train Control (PTC) Implementation

On September 13, 2018, the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials (Subcommittee) held a hearing on the state of PTC implementation. The Subcommittee discussed how nine railroads are considered "at-risk" of missing the statutory deadline at the end of the year, most of them being commuter rail lines. Caltrain and the Altamont Corridor Express (ACE) are the only California rail operators on that list. Stacey Mortensen, Executive Director of ACE, testified about the challenges ACE faces as a small commuter rail line. Multiple Subcommittee members implied that patience was wearing thin because railroad operators have had many opportunities to voice concerns about PTC implementation and make requests for specific solutions. There were also discussions about how many rail lines would need to take advantage of the alternative delivery schedule allowed by statute, which extends the deadline by up to two years once the rail line's plan is approved by the FRA. FRA Administrator Ronald Batory testified how he will be recommending fines for agencies that do not comply with statutory deadlines.

On October 3, 2018, the Senate Commerce Committee hosted a similar hearing on PTC implementation. The Commerce Committee hearing featured many of the same witnesses as the House Subcommittee hearing in September, except

that New Jersey Transit (NJ Transit) testified instead of ACE. The Senators were not as direct with the witnesses as their House counterparts, even offering compliments to rail lines for their hard work. There were discussions about how certain rail lines, like NJ Transit, might not meet the criteria for the alternative delivery schedule. In addition, FRA Administrator Batory again declared his intent to have the FRA enforce the maximum fine of \$27,000 per day for rail operators that cannot comply with the statute.

Both Metrolink and the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, the two passenger rail operators in Orange County, are subject to the PTC implementation deadline. Metrolink is currently operating PTC technology across its entire network, and the LOSSAN Agency is undergoing interoperability testing with host railroads in territory beyond the Metrolink service area. PTC technology is expected to be in operation on the entire LOSSAN rail corridor by December 31, 2018.

Hearing on Innovation in Surface Transportation

On September 5, 2018, the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit held a hearing to discuss the innovations and technologies currently being deployed on highways and public transit systems. The purpose of the hearing was to inform Congress of best practices and lessons learned as it considers legislation on automated vehicles. Subcommittee Chairman Sam Graves (R-Missouri) emphasized that emerging technologies have the potential to move people and goods more safely and efficiently. Randell Iwasaki, Executive Director of the Contra Costa Transportation Authority, and the other witnesses touched on the importance of pilot programs for autonomous vehicles and the need for a national regulatory framework that encourages, rather than stifles, innovation. James Barna, Executive Director of Drive Ohio, noted that connected and autonomous vehicles will need to operate across 50 states and, as such, highlighted the need for a national conversation about interoperability and standardization.

California Air Resources Board's Action on Vehicle Emissions Rules

On August 24, 2018, the National Highway Traffic Safety Administration and the Environmental Protection Agency published "The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule," that would freeze existing Corporate Average Fuel Economy and greenhouse gas emissions standards for passenger cars and light-duty trucks from 2021 through 2026. The SAFE Vehicles Rule would also rescind California's ability to set more stringent standards under the Clean Air Act's preemption waiver. The removal of this waiver could create potential hurdles for the state in achieving federal air quality standards, state greenhouse gas emission reduction requirements, and zero-emission vehicle targets. Given

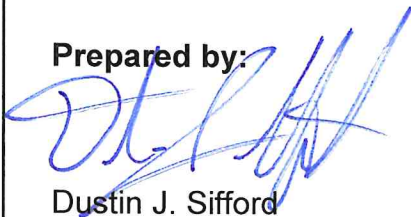
the possible impact, the California Air Resources Board approved regulatory revisions on September 28, 2018, to the Low-Emission Vehicle III Greenhouse Gas Emission Regulation. The clarifying amendments would allow California to retain its increasingly stringent greenhouse gas standards by requiring automakers to separately meet California's standards and the proposed federal standards in the SAFE Vehicles Rule. Concurrently, California is also participating in ongoing discussions with Administration officials to consider maintaining one national set of standards. Staff will keep the OCTA Board of Directors updated as these discussions progress.

Summary

Updates are provided on the appropriations process, FAA legislation, three transportation-related hearings, and vehicle emissions rules.

Attachments

- A. Potomac Partners DC, Monthly Legislative Report – August 2018
- B. Potomac Partners DC, Monthly Legislative Report – September 2018

Prepared by:

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Potomac Partners DC

Monthly Legislative Report – August 2018

August Advocacy Meetings

On several occasions throughout the month we updated key congressional offices and committee staff on the progress at FTA regarding the OC Street Car's Full Funding Grant Agreement (FFGA). We specifically updated the staff that OCTA had received a draft FFGA for review and that there is good reason to be cautiously optimistic that FTA may be making an announcement soon. Those offices include:

Congressman Mario Diaz-Balart (R-FL)
Chairman Sam Graves (R-MO)
House Transportation and Infrastructure Committee Staff
Congressman Ed Royce (R-CA)
Congressman Lou Correa (D-CA)
Congressman Alan Lowenthal (D-CA)
Senator Dianne Feinstein (D-CA)
Senate Appropriations Committee
Senate Banking Committee (Majority and Minority Staff)

Some additional meetings and topics this month include the following:

Congressman Mario Diaz-Balart (R-FL) – We met with staff in Congressman Diaz-Balart's office to discuss FY19 appropriations and the timeline expected procedures for the House THUD appropriations bill in September and possibly opportunities for amendments or conference language.

Senate Appropriations Committee – We met with senior staff on the Senate THUD Appropriations subcommittee to discuss the FY19 appropriations process and the Interior minibus that includes the FY19 Senate THUD bill as well as a number of amendments to the THUD portion of the minibus that were under consideration.

Senate Commerce Committee – We met with senior staff on the Senate Commerce, Science and Transportation Committee (Majority) to discuss the FAA reauthorization. We also discussed elements the Chairman Shuster's infrastructure proposal and how the Senate will view some of the possible streamlining reforms.

House T&I Aviation Subcommittee Majority Staff – We followed-up with senior staff on the Committee to discuss the possibility of considering additional language during the conference committee with the Senate regarding Aviation Fuel Tax issue. We were told that formal negotiations may take more time than originally expected and it is possible that they will need to pass a short-term extension at the end of September if the Senate does not act in the first two weeks of September.

Congressman Ken Calvert (R-CA) – We met with staff in Congressman Calvert’s office to discuss OCTA’s FY19 appropriations priorities, any possible rescissions included in the House bill, and CIG funding levels.

US DOT Intergovernmental Affairs – We followed up throughout the month with senior staff at USDOT regarding progress at the FTA on the FFGA for the OC Street Car.

FY19 Appropriations and Budget Update

This month the House was in recess, but the Senate remained in session with the exception of a one-week recess the week of August 13th. With the extra time, the Senate has made significant progress on the Fiscal Year 2019 (FY19) Appropriations process. Three minibuss spending packages have now been passed on the Senate floor with bipartisan support. The Senate has only three Appropriations bills remaining: Commerce/Justice/Science, Homeland Security, and State and Foreign Operations.

The Energy & Water minibus (H.R. 5895) has been passed in both chambers and the differences in the two bills are now being resolved in a conference between the House and Senate. That bill could be finalized as early as the first week of September. Two issues that still remain unresolved at the time of this report include funding for Yucca Mountain, and the final funding levels for VA Health services. The next two minibus packages include the Interior and Defense-LHHSE bills. Both of those packages are a bit more complicated because the Senate Interior and Defense packages include more bills than have been approved in the House. A chart detailing the status of all twelve bills is included below:

House Passed Appropriations Bills			Senate Passed Appropriations Bills			
Energy and Water Minibus – H.R. 5895 (In Conference)						
Energy & Water	Legislative Branch	Mil-Con VA	Energy & Water	Legislative Branch	Mil-Con VA	
Interior Minibus – H.R. 6147 (Awaiting Conference)						
Interior/Environment		Financial Services	Interior/Environment	Financial Services	THUD	Agriculture
Defense/Labor-HHS-Education Minibus – H.R. 6157 (Awaiting Conference)						
Defense			Defense		Labor/HHS/Education	
<u>Awaiting Floor Action</u>						
H.R. 5961 – Agriculture			S. 3072 – Commerce/Justice/Science			
H.R. 5952 – Commerce/Justice/Science			S. 3109 – Homeland Security			
H.R. _____ – Homeland Security (<i>DRAFT</i>)			S. 3108 – State and Foreign Operations			
H.R. 6385 – State and Foreign Operations						
H.R. 6072 – Transportation-HUD						
H.R. 6470 – Labor/HHS/Education						

Speaker Paul Ryan (R-WI) will likely decide the first week of September whether to give the House an opportunity to consider the remaining six bills on the floor or send them straight to a conference committee with the Senate where the committee-passed House bills could be included. Sources on the House Appropriations Committee believe the second more expedient option is more likely. However, this tactic could upset many fiscal conservatives who could vote against any of the final packages making it necessary to pass the final bills in House with some Democratic support.

Nevertheless, as the September 30th deadline looms both House and Senate Appropriators are also planning for the contingency that they will need to enact a Continuing Resolution (CR) to keep the federal government funded if the ongoing negotiations stall.

FRA PTC Progress Update

This month the Federal Railroad Administration (FRA) made a series of announcements regarding Positive Train Control (PTC) implementation.

- On August 24th the FRA announced the disbursement of \$204 million in grant money for twenty-eight PTC implementation projects. The Southern California Regional Rail Authority was awarded \$9.94 million to improve processor power and make system and hardware upgrades. This grant money comes from the Consolidate Rail Infrastructure and Safety Improvements (CRISI) program which was funding in the FY18 omnibus in the amount of \$250 million.
- On the same day, the FRA also published the second quarter PTC data showing a 25% drop in the number of railroads at risk to not meet PTC implementation deadline. FRA Administrator Ron Batory praised the significant progress made over the past year and promised additional funding to help expedite PTC implementation.

According to House T&I Committee staff, the Subcommittee Chairman Jeff Denham (R-CA) plans to hold a PTC hearing on September 13th regarding PTC implementation progress. FRA, GAO, AAR, Amtrak, labor, and possible APTA are potential witnesses for the hearing. The T&I Committee has not yet released the hearing notice.

FAA Reauthorization Update

The Senate has yet to consider a reauthorization of the Federal Aviation Administration (FAA) on the floor. Senate Commerce, Science, and Transportation Committee Chairman John Thune (R-SD) has been working throughout the month of August to clear amendments that have been submitted by individual Senators, with at least 60 possibly being considered as part of a single manager's amendment to the Senate bill ([S. 1405](#)). The deadline to reauthorize some of the key FAA programs is September 30th. At the end of the month Senator Thune mentioned that it is possible that the parts of all of the

reauthorization legislation will ride on a potential Continuing Resolution mentioned earlier in this report.



Potomac Partners DC

Monthly Legislative Report – September 2018

September Advocacy Meetings

Congressman Mario Diaz-Balart (R-FL) – We met with Congressman Diaz-Balart's staff and his Committee staff to discuss FY19 THUD appropriations bill. We followed up on any possible rescissions included in the House bill, and funding levels for DOT's discretionary grant programs and any report language that may be included regarding those programs. Additionally, we discussed the timeline for a conference report and any language that would be included to address the CIG program. Finally, we updated the staff on our progress at DOT in regard to the OC Streetcar's pending FFGA.

Chairman Sam Graves (R-MO) – We met with Chairman Graves and his senior staff to discuss the OC Streetcar and an FFGA at the Federal Transit Administration (FTA). We also followed up on Chairman Shuster's infrastructure discussion draft and what might be possible next steps during the lame duck session of Congress. We also discussed with his senior staff the TIFIA program and possible changes that may help streamline the program.

Ranking Member Peter DeFazio (D-OR) – We met with the Ranking Member to discuss possible activity during the lame duck session of Congress on infrastructure related legislation and the possibility of a gas tax increase at some point. We also discussed the timing of a new Surface Transportation Authorization in 2019 and his priorities for that legislation to include transit funding.

House Transportation and Infrastructure Committee Staff – We met with senior staff on the House T&I Committee to discuss the OC Streetcar and discussions with the FTA regarding an FFGA. We also discussed possible legislative proposals to address the Highway Trust Fund in the next legislative session ahead of the next Highway Bill.

Senator John Cornyn (R-TX) – We met with senior transportation staff in Senator Cornyn's office to discuss his legislation to strengthen TIFIA. We discussed the bill, still in draft form, and the benefits of streamlining the application process for TIFIA loans. We discussed next steps for the legislation and support for the measure in the House. While there is no House companion bill planned yet, the Senator's office does plan to reach out to a couple of House offices once the Senator drops the Senate bill.

Congressman Ed Royce (R-CA) – We met with Congressman Royce and his staff to update them on the OC Streetcar. We also discussed possible opportunities to address the aviation fuel tax issue and the FAA reauthorization.

Congressman Lou Correa (D-CA) – Wet met with Congressman Correa to discuss our conversations at the FTA regarding the OC Streetcar and next steps for securing an FFGA. We discussed the need for ongoing support of the project at DOT. We also discussed the FY19 appropriations process.

Congressman Alan Lowenthal (D-CA) – Wet met with Congressman Lowenthal to discuss the progress at FTA regarding the FFGA for the OC Street Car. We also discussed potential sales tax legislation that Congress may consider as a result of the recent Wayfair decision.

Senator Dianne Feinstein (D-CA) – Wet met with Senator Dianne Feinstein’s staff to discuss the FY19 appropriations and progress on THUD negotiations and the Interior minibus. We also discussed the FAA Reauthorization and language that would address the aviation fuel tax issue. We also provided his staff throughout the month an update on the OC Street Car funding allocation for FY 18.

Senate Appropriations Committee – Wet met with staff on the Senate Appropriations Committee to discuss the FY19 appropriations process and next steps on the FY19 THUD Appropriations bill. We discussed possible funding levels in FY19 bills and the timeline for a finalized bill to fund the Department of Transportation.

Congressman Ken Calvert (R-CA) – We met with staff in Congressman Calvert’s office to discuss OCTA’s FY19 appropriations priorities, any possible rescissions included in the House bill, and CIG funding levels. We also discussed the timeline for a final Interior minibus to include the FY19 THUD appropriations bill.

US DOT Office of the Secretary and Intergovernmental Affairs – We met throughout the month with senior staff at USDOT regarding progress at the FTA on the FFGA for the OC Street Car. We also spoke to the staff about additional efforts at DOT to incorporate new administrative guidelines that would expedite project delivery.

FY19 Appropriations and Budget Update

This month Congressional leaders worked to complete at least three minibus appropriations bills and ended up only passing two that in total included 5 of the 12 FY19 appropriations bills before the end of the fiscal year. One minibus Congress was unable to complete was the “Interior minibus” that included the Financial Services, Agriculture-FDA, and Transportation-HUD appropriations bills. As a consequence, Congress was forced to include a Continuing Resolution (CR) on the second passed-minibus that will extend Department of Transportation (DOT) funding at FY18 levels until December 7th.

The first minibus to be signed into law on September 21st was the Energy and Water minibus that also included the Legislative Branch and Military Construction-Veterans Affairs spending bills. The Energy-Water portion of the bill contains \$44.64 billion, \$1.44 billion above FY18 enacted levels. The Legislative Branch section provides \$4.836

billion, and the Military Construction-Veterans Affairs (MilCon-VA) includes \$98.1 billion in discretionary funding, \$5.3 billion above FY18 enacted levels.

The second minibus Congress finalized was H.R. 6157 (Defense and Labor-Health and Human Services-Education) on September 26th. President Trump signed the bill into law on September 28th. The bill received bipartisan support in both chambers. The Defense-LHHSE minibus is by far the largest discretionary spending bill to be considered by Congress, accounting for nearly two-thirds of all discretionary spending (\$606.5 billion). As mentioned earlier, in addition to funding the Department of Defense and the Departments of Labor, Health and Human Services, and Department of Education, the Defense minibus included a CR that will extend funding until December 7th. In addition to THUD, the other six bills that will be operating under the CR include:

1. Agriculture, Rural Development, Food and Drug Administration
2. Commerce, Justice, Science
3. Financial Services
4. Homeland Security
5. Interior-Environment
6. State-Foreign Operations

Regardless of the election outcome in November, many Members expect these bills to be completed and enacted soon after the midterm elections. However, the President's willingness to sign any bill that does not contain extra border wall funding remains uncertain. The President has for months been throwing around the idea of forcing a government shutdown in order to get Congress to allocate more funding for a border wall and said less that "we'll do it right after the election." More recently at White House press conference, the President did indicate he has made no firm decision on shut down when he said, "I've got a big decision to make after the election as to whether or not we go for it."

It is also possible that if the President and Congress cannot reach a final agreement, House and Senate leaders will be forced to enact yet another CR that will push any final funding decision into the next session of Congress.

House Transportation and Infrastructure (T&I) Committee Update

The House T&I Committee held a series of hearings this month to discuss the nation's infrastructure needs and innovative transportation technologies. In the first House on September 5th T&I Committee hearing members primarily discussed automated cars and their impact on mass transit and traffic movements. Most members sought to learn more about projected long and short-term impacts of automated vehicles and what policies may be needed to address those impacts in the next Highway Bill.

On September 13th, 2018 the House Transportation and Infrastructure Subcommittee on Railroads and Hazardous Materials held another hearing entitled "*The State of Positive*

Train Control Implementation in the United States". During his opening statements Chairman Jeff Denham (R-CA) said that there has been a great deal of progress with commuter and freight rail across the entire country, but that there are still challenges that must be overcome. Congressman Denham said that most of the recent rail accidents could have been prevented with PTC and that he and Ranking Member Capuano (who will not be returning to Congress next session after having lost his primary election) have consulted a number of times to discuss ways to ensure that commuter and freight railroads meet the implementation deadlines.

FRA Administrator Ronald Batory discussed in his opening statements what the FRA is doing to work with railroads in helping them meet their statutory deadlines for implementing PTC. Mr. Sumwalt, Chairman of the NTSB, strongly urged swift implementation of the congressional PTC mandate and discussed how significant portions of the nation's rail network will still not have PTC.

Ranking Member Capuano, speaking to the witnesses, said "For those who are doing their job, thank you. For those who are not, understand that it will be very difficult to make an argument that everyone else has been able to [implement PTC] except for you." Both the Chairman and the Ranking Member were clear in their unified dissatisfaction with railroads that will not meet deadlines. Additionally, Ranking Member Capuano spoke on his displeasure with the FRA's decision to grant a PTC exemption on the grounds that the railroad in question "had no money". He also said that a one-time fine of \$27,000 is not enough to incentivize PTC compliance, and that the FRA can, and should, impose such a fine for each day a railroad exceeds the statutory deadlines.

Full Committee Chairman Bill Shuster (R-PA) also spoke expressing his dissatisfaction with projections that some commuter railroads will not be meeting statutory deadlines for full PTC implementation. Full Committee Ranking Member DeFazio discussed the Federal Railroad Administration's recent decision to grant a permanent PTC exemption to Music City Star and another pending. Ranking Member DeFazio expressed concern with the FRA's decision to grant such an exemption and said that Congress did not authorize exemptions for PTC and that he finds that nowhere in the law. DeFazio warned the witnesses that it would be unwise to view these recent exemptions as an "out" and that this is not something Congress anticipated and that he will look forward to "hearing how FRA might revise the process in the future."

Senate Commerce, Science and Transportation Committee Update

On September 5th the Senate Commerce, Science, Transportation Committee approved former Deputy Chief of Staff to the President Rick Dearborn to the Amtrak Board of Directors along party lines (14-13). It may also be worth noting that the Committee also reported out a bill (S. 3367) that would "streamline the reports the Department of Transportation is required to produce so the department can focus its resources on the most important issues." While the bill has been reported out of committee, we do not expect the Senate to consider this bill until after the midterm elections.

Senate Banking, Housing and Urban Affairs Committee Update

On September 25th, the Senate passed a bill ([S. 3139](#) – TRIP Act) by unanimous consent that would set standards for state mass transit safety oversight agencies (SSOAs) to use when investigating local transit agencies. Senate Banking, Housing, and Urban Affairs Committee Chairman Mike Crapo (R-ID) introduced the bill with Senator Sherrod Brown (D-OH) back in June. The bill would seek to improve transit safety by requiring SSOAs to conduct risk-based inspections of rail transit systems. It would also require the FTA to issue guidance on how to conduct risk-based inspections and increase the set-aside funding for safety under the biggest transit formula grant program (urbanized area (UZA) formula grants) that goes to state safety organizations from 0.5% to 0.75%, starting in FY20. It would also clarify the data-sharing relationship between the rail transit agencies (FTA and FRA) and the SSOAs without creating new data collection requirements. There is no House companion bill currently.

With the House now in recess until after the elections, the probability of the House T&I Committee considering this Senate bill is low. For example, in speaking with Congresswoman Grace Napolitano's office, they would much rather spend the limited time in November working on her *Bus Operator and Pedestrian Protection Act (H.R. 6016)* that has 52 House co-sponsors. The Napolitano bill would give transit agencies two years to develop Bus Operations Safety Risk Reduction Programs in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (DOT). The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Program. At the beginning of July Senator Van Hollen (D-MD) introduced a companion bill (S. 3215), but that bill has not seen any action in the Senate Banking Committee. Consequently, both Chairman Crapo's bill and Congresswoman Napolitano's bill will likely be legislation that is re-introduced next session of Congress for each respective Committee to consider again.

FAA Reauthorization Update

On September 26th the House passed a final compromise version of a 5-year reauthorization of the Federal Aviation Administration (FAA) before the end of the fiscal year. The Senate is expected to pass the bill in the first week of October. The FAA bill took on a "catch-all" appearance. The final version of the legislation contained a total of eleven unrelated bills from at least a half- dozen committees in each chamber:

1. Division A – Sports Medicine Licensure Clarity Act of 2018 (H.R. 302/S. 808)
2. Division B – FAA Reauthorization Act of 2018 (H.R. 4, S. 1405)
3. Division C – National Transportation Safety Board Reauthorization Act (S. 2202)
4. Division D – Disaster Recovery Reform Act of 2018 (H.R. 4460)
5. Division E – Concrete Masonry Products Research, Education, and Promotion Act of 2018 (H.R. 1048/S. 374)

6. Division F – Better Utilization of Investments Leading to Development Act of 2018 (H.R. 5105/S. 2463)
7. Division G – Syria Study Group (H.R. 390)
8. Division H – Preventing Emerging Threats Act of 2018 (H.R. 6401/S. 2836)
9. Division I – Supplemental Appropriations for Disaster Relief, 2018 (new)
10. Division J – Maritime Security Improvement Act of 2018 (H.R. 2831/S. 763)
11. Division K – TSA Modernization Act of 2018 (S. 1872, numerous related House bills)

Right after the House passed bill on September 26th, they immediately passed a one-week extension to give the Senate additional time to schedule a vote and avoid any funding disruption for the Airport and Airway Trust Fund. On Friday September 28th the Senate cleared the House's one-week extension. The Senate has until October 7th to vote on the full measure, which could happen as early as October 3rd.

Notably, Section 578 of the FAA Reauthorization ([H.R. 302](#)) includes language that would amend Section 330 of title 23 USC that establishes a pilot program to authorize States to conduct environmental reviews and make approvals for projects under State environmental laws and regulations instead of the National Environmental Policy Act (NEPA). The final FAA Reauthorization language reduces the pilot program from five states to two and modifies the Statute of Limitations (SOL) for the environmental reciprocity program from two years to 150 days. Caltrans did not seek participation in the program due to the extended SOL that was originally included in the FAST Act and posed litigation risks to state and local governments. With this language, we expect CA as well as other states to move forward with the pilot program.

The FAA bill did not, however, include any language that would address aviation fuel taxes. A major impediment to including a short or long-term fix for 2014 FAA rulemaking was the inability of House and Senate Members to compromise on language that would require aviation fuel sales tax funds be spent at the airport or related to the airport. With time running short on finalizing the bill, interested Members are planning on revisiting this issue in the next session of Congress with new legislation depending on any legal action that states may want to pursue.



October 18, 2018

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for Federal Legislative Advocacy and Consulting Services

Overview

On June 25, 2018, the Board of Directors approved the release of a request for proposals for federal legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2018. An evaluation team comprised of staff and members of the Board of Directors has reviewed the proposals and conducted interviews with a short list of proposers. Board of Directors' approval is requested to select a firm to provide federal legislative advocacy and consulting services for the two-year period beginning January 1, 2019.

Recommendations

- A. Approve the selection of Potomac Partners DC to provide federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1750 with Potomac Partners DC, in the amount of \$20,000 per month, for the period of January 1, 2019 to December 31, 2020, with two, two-year options, to perform federal legislative advocacy and consulting services.

Background

The Orange County Transportation Authority's (OCTA) federal legislative advocacy consultants represent the agency's positions on legislation, policy issues, and funding priorities before Congress and the appropriate modal administrations of the United States Department of Transportation. The federal legislative advocacy consultants also provide input to the OCTA legislative platform, notify staff of relevant proposed legislation, congressional activity

affecting OCTA, and provide timely updates and strategy for transportation issues and events occurring in Washington, DC.

Presently, OCTA's federal legislative advocacy and consulting services are provided by Potomac Partners DC, whose principals are Richard Alcalde and Daniel Feliz. Potomac Partners DC has been part of the OCTA legislative advocacy team since 2003. The firm is currently paid \$20,000 per month, and their contract expires on December 31, 2018.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most effective overall proposal considering factors such as qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On June 25, 2018, the Board approved the release of Request for Proposals (RFP) 8-1750, which was electronically issued on CAMM NET. The project was advertised in the Washington Post, Roll Call, Passenger Transport, as well as a local newspaper of general circulation. A pre-proposal conference was held in Washington, DC on July 11, 2018, and was attended by three firms. One addendum was issued to make available the pre-proposal conference registration sheets and handle administrative changes to the RFP.

On August 13, 2018, five proposals were received. An evaluation committee consisting of the OCTA Board Chair, OCTA Chairman, Finance and Administration Committee, and OCTA Vice Chairman, Legislative and Communications Committee, as well as OCTA staff from the Chief Executive Office, Government Relations, and Contracts Administration and Materials Management was established to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

- | | |
|---|------------|
| • Qualifications of the Firm and Staffing | 40 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 30 percent |

Several factors were considered in developing the three criteria weights. Staff assigned the greatest level of importance to the qualifications of the firm and

staffing as they are the most critical to the success of these services. A firm must be knowledgeable of the political and economic climate and the ongoing transportation issues that face Congress. Work plan and cost and price are weighted equally to ensure the firm performs the required services while maximizing cost efficiencies.

The evaluation committee reviewed all proposals and short-listed the following firms listed below in alphabetical order:

Firm and Location

Akin Gump Strauss Hauer & Feld, LLP
Washington, DC

Potomac Partners DC
Washington, DC

Squire Patton Boggs, LLP
Washington, DC

Van Scoyoc Associates, Inc.
Washington, DC

The evaluation committee conducted interviews with the short-listed firms in Washington, DC. The interview consisted of a brief overview of the firms' organization, as well as an opportunity to respond to the evaluation committee's questions.

After considering the responses to the questions asked during the interview and the information provided in the proposals, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores; however, the ranking of the firms did not change.

Based on the evaluation of the written proposals and information obtained from the interviews, the evaluation committee recommends Potomac Partners DC (PPDC) for consideration of award to provide federal legislative advocacy and consulting services. The following is a brief summary of the proposal evaluation results.

Qualifications of Firm and Staffing

The principal and founder of PPDC, Rick Alcalde, has represented OCTA since 2003. During this period of time, he has consistently shown the ability to communicate well with members of the Orange County congressional delegation to inform them of OCTA federal legislative concerns. Beyond that, Mr. Alcalde has done a superior job of reaching out to key members of the Administration, congressional leaders, and their staff to carry OCTA's message and mission for surface transportation. These contacts include the Chair of the House Transportation and Infrastructure (T and I) Committee, as well as key T and I subcommittee chairs and ranking members. His conversations with these leaders are always exclusively focused on OCTA's priorities. He has been able to bring many of these leaders to Orange County and Southern California to visit OCTA's facilities and see OCTA's projects. These activities have contributed significantly as OCTA sought a Transportation Infrastructure Finance and Innovation Act loan for the Interstate 405 Improvement Project and a Full Funding Grant Agreement for the OC Streetcar. In addition, the key proposed team would continue the staffing and project organization which has worked successfully for OCTA in the past. Dan Feliz will continue to provide in-depth technical skills and excellent knowledge of the legislative process. Adam Cross and Reed Bourgeois will provide legislative analysis and transportation research.

Work Plan

A key attribute of PPDC is their strong relationship with Congressional members and federal officials. Their exclusive representation of OCTA has successfully translated OCTA's legislative goals into relevant policy discussions with members of Congress and their staffs. Their proposal indicates a strong knowledge of OCTA's major initiatives, such as advancing federal surface transportation reauthorization legislation which contains a robust freight and bus capital program, seeking methods to stabilize and provide continued funding for the Highway Trust Fund, advocating for favorable Congressional action to equitably distribute any new funding generated from out-of-state online sales, supporting the continuation of the alternative fuels tax credit, and further streamlining the delivery of federally funded projects.

Cost and Price

Scores were based on a formula that assigned the highest score to the lowest proposed price and ranked the remaining prices based on their relation to the lowest proposed price. PPDC proposed a price within the established OCTA budget and there was no increase over their current rates.

Procurement Summary

The next few years will likely bring significant legislative challenges relating to overall transportation funding and reauthorization of surface transportation programs. The evaluation committee determined that PPDC's proposal contained the best qualifications, staffing, and work plan to represent OCTA in the 116th Congress.

Fiscal Impact

OCTA staff is not recommending any increase in the total contract amount for federal legislative advocacy services above what has been authorized by the Board in the Fiscal Year 2018-19 Budget. The proposed funding will be at \$20,000 per month for a two-year initial contract term. This amount is included in the OCTA Fiscal Year 2018-19 Budget, Account 1412-7519-A3201-E58.

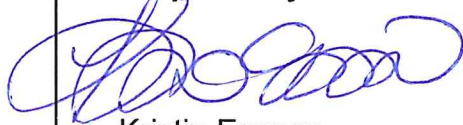
Summary

The Board approved the release of RFP 8-1750 for federal legislative advocacy and consulting services to begin when the current contract for these services expires on December 31, 2018. An evaluation team comprised of staff and Board members has reviewed the proposals and is recommending approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-1750 with Potomac Partners DC in the amount of \$20,000 per month for legislative advocacy and consulting services for the two-year period from January 1, 2019 to December 31, 2020, with two, two-year options.

Attachments

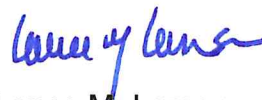
- A. Review of Proposals RFP 8-1750, Federal Legislative Advocacy and Consulting Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 8-1750 Federal Legislative Advocacy and Consulting Services
- C. Contract History for the Past Two Year - RFP 8-1750 Federal Legislative Advocacy and Consulting Services

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REVIEW OF PROPOSALS RFP8-1750
 FEDERAL LEGISLATIVE ADVOCACY AND CONSULTING SERVICES
 PRESENTED TO THE LEGISLATIVE AND COMMUNICATIONS COMMITTEE - 10/18/18
 5 proposals were received, 4 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Initial Term Price
1	90	Potomac Partners Washington, D.C.	None	Highest ranked firm overall; well thought out, detailed proposal Excellent qualifications and experience in federal advocacy Strong approach and strategy to addressing OCTA needs Demonstrated a very good understanding of OCTA's broad portfolio Demonstrated a clear commitment to produce measurable goals Currently providing federal advocacy services to OCTA	\$480,000
2	78	Squire Patton Boggs Washington, D.C.	None	Second ranked firm. Very good overall proposal. Less experience advocating for highway or transportation issues Well qualified staff Good general knowledge of transportation issues Firm represents large transit agencies; LA Metro and Denver RTD	\$348,000
3	74	Akin Gump Strauss Hauer & Feld Washington, D.C.	None	Firm provides a legal, more regulatory approach to advocacy Proposed large team to work on OCTA's account Provided general knowledge of OCTA issues Firm provides advocacy services to TCA Provided good discussion on how the firm would achieve OCTA's goals	\$480,000
4	70	Van Scoyoc Associates Washington, D.C.	None	Proposed principal has good DOT experience Firm has many other transit clients Large bipartisan firm Proposed work plan provided an accurate outlook for Congress	\$480,000

Evaluation Panel:

Board of Directors (3)
 Chief Executive Office (1)
 Government Relations (2)
 Contracts Administration and
 Materials Management (1)

Proposal Criteria

Qualification of the Firm
 and Staffing
 Work Plan
 Cost and Price

Weight Factors

40%
 30%
 30%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-listed Firms)								
RFP 8-1750 FEDERAL LEGISLATIVE ADVOCACY AND CONSULTING SERVICES								
FIRM: Potomac Partners DC							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm & Staffing	4.5	4.5	4.5	4.5	5.0		8	36.8
Work Plan	4.5	4.5	5.0	5.0	4.5		6	28.2
Cost and Price	4.13	4.13	4.13	4.13	4.13		6	24.8
Overall Score	87.8	87.8	90.8	90.8	91.8			90
FIRM: Squire Patton Boggs (US)							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm & Staffing	3.5	3.0	3.5	3.5	3.5		8	27.2
Work Plan	3.0	3.0	3.5	3.5	4.0		6	20.4
Cost and Price	5.0	5.0	5.0	5.0	5.0		6	30.0
Overall Score	76.0	72.0	79.0	79.0	82.0			78
FIRM: Akin Gump Strauss Hauer & Feld LLP							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm & Staffing	4.0	3.0	4.0	4.0	3.0		8	28.8
Work Plan	4.0	3.0	4.0	3.0	3.0		6	20.4
Cost and Price	4.13	4.13	4.13	4.13	4.13		6	24.8
Overall Score	80.8	66.8	80.8	74.8	66.8			74
FIRM: Van Scoyoc Associates, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm & Staffing	4.0	3.0	3.5	3.0	3.0		8	26.4
Work Plan	3.0	3.0	3.5	3.0	3.0		6	18.6
Cost and Price	4.13	4.13	4.13	4.13	4.13		6	24.8
Overall Score	74.8	66.8	73.8	66.8	66.8			70

CONTRACT HISTORY FOR THE PAST TWO YEARS

ATTACHMENT C

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
POTOMAC PARTNERS						
Contract Type: Firm Fixed-Price	C-4-1643	Federal legislative advocacy services	January 1, 2015	December 31, 2018		\$ 960,000
Subconsultants: None						
Sub Total						\$ 960,000
AKIN GUMP STRAUSS HAUER & FELD						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants:None						
Sub Total						\$ -
SQUIRE PATTON BOGGS						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
Sub Total						\$ -
VAN SCOYOC ASSOCIATES						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
Sub Total						\$ -