

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, February 22, 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 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 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.



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.

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 30 minutes prior to the start time of the Board and Committee meeting date.



Call to Order

Roll Call

Invocation

Director Chaffee

Pledge of Allegiance

Director Goodell

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 13)

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

1. Approval of Minutes

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of February 8, 2021.

2. Audit Responsibilities of the Finance and Administration Committee Janet Sutter

Overview

The Finance and Administration Committee of the Board of Directors of the Orange County Transportation Authority, serves as an audit committee in its oversight of audit activities. Annually, the Board of Directors approves the Audit Responsibilities of the Finance and Administration Committee to reaffirm the responsibilities of the Finance and Administration Committee with regard to audits.



2. (Continued)

Recommendation

Approve the Audit Responsibilities of the Finance and Administration Committee.

3. Approval of Revised 2021 Orange County Transportation Authority Board Committee Assignments

Andrea West/Jennifer L. Bergener

Overview

Revised 2021 Board Member assignments to the Orange County Transportation Authority Board Committees and external agencies are presented for the Board of Directors' consideration and approval.

Recommendation

Approve the Chairman's Revised 2021 Orange County Transportation Authority Board Committee assignments, adding Director Joseph Muller to the Regional Planning and Highways Committee.

4. 91 Express Lanes Update for the Period Ending - December 31, 2020 Kirk Avila

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, additional capacity added to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 3.5 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending December 31, 2020.

Recommendation

Receive and file as an information item.



5. Agreement for On-Call Planning Studies Public Outreach Consultant Services

Marissa Espino/Maggie McJilton

Overview

On October 21, 2020, the Orange County Transportation Authority released a request for proposals for public outreach consulting services for upcoming planning studies. 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 Arellano Associates, LLC as the firm to provide public outreach consulting services for upcoming planning studies.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2622 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$275,000 for a two-year initial term with one, one-year option term, to provide public outreach consulting services for upcoming planning studies.

6. Approval of Local Transportation Fund Fiscal Year 2021-22 Apportionment Estimates

Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority, as the transportation planning agency and county transportation commission for Orange County, is responsible for developing estimates used in apportioning revenues earned and deposited in the Orange County Local Transportation Fund. Transportation Development Act regulations require that the apportionments for fiscal year 2021-22 be determined and prospective claimants be advised of the amounts by March 1st.



6. (Continued)

Recommendation

Approve the Local Transportation Fund fiscal year 2021-22 apportionment estimates and authorize the Chief Executive Officer to advise all prospective claimants of the amounts of all area apportionments from the Orange County Local Transportation Fund for the following fiscal year.

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. Information is provided on proposed budget trailer bill language related to statutory relief measures for transit agencies. An update is provided on the State's ongoing discussions related to the vaccine distribution plan and advocacy efforts to designate transportation workers as a priority group in the vaccine distribution plan. As discussions related to post-pandemic recovery continue, an overview of a letter to the President from the Governor regarding economic stimulus priorities is provided. An update is also given regarding legislative leadership changes.

Recommendation

Support the intent of the Governor's proposed budget trailer bill language to extend and expand regulatory relief measures related to the Transportation Development Act while continuing the work to improve the effectiveness of the proposal.



8. Federal Legislative Status Report

Dustin J. Sifford/Lance M. Larson

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its programs, projects, and operations. An update is provided on the initial actions of both the new Presidential Administration and the 117th Congress. Details are provided on the potential for another round of economic stimulus funding. An overview is provided on the Executive Orders signed by President Biden, and the newly appointed transportation leaders within the new Administration. An update is provided on the members of the Orange County delegation serving on the House Transportation and Infrastructure Committee, as well a summary of a hearing on protecting essential transportation workers.

Recommendation

Receive and file as an information item.

9. 91 Express Lanes Property Insurance Renewal

Al Gorski/Maggie McJilton

Overview

The Orange County Transportation Authority currently has a primary property and flood insurance policy for the 91 Express Lanes with Zurich American Insurance Company, and six earthquake insurance policies with Everest Indemnity Insurance Company, General Security Indemnity Company of Arizona, Old Republic Union Insurance Company, QBE Specialty Insurance Company, Steadfast Insurance Company, and Princeton Excess and Surplus Lines Insurance Company, all of which will expire on March 1, 2021. Renewal of these policies is necessary to maintain coverage.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A46898, in the amount of \$460,332 to Marsh USA, Inc., to purchase the 91 Express Lanes property, flood, and earthquake insurance on behalf of the Orange County Transportation Authority for the policy period of March 1, 2021 to March 1, 2022.



Orange County Transit District Consent Calendar Matters

10. Amendment to Agreement for Mobile Ticketing Validators Extended Warranty Coverage Period

Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority implemented the use of mobile ticketing validators to validate mobile fare media. This was done through the use of consultant resources for the initial installation of the validators, completed in 2018 and on-going technical and warranty support since that time. Staff is requesting Board of Directors' approval to exercise the first option term to extend warranty coverage for the validators for a one-year period.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the first option term in the amount of \$136,608, for extended warranty coverage for mobile ticketing validators effective May 1, 2021 through April 30, 2022.

11. Amendment to Agreement for Renewable Natural Gas Ron Rojas/Andrew Oftelie

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved an agreement with Element Markets Renewable Energy, LLC, to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program for a three-year initial term with two, two-year option terms. An amendment is required to exercise the second option-term.



11. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3636 between Orange County Transportation Authority and Element Markets Renewable Energy, LLC, to exercise the second two-year option-term, in the amount of \$9,500,000, to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program. This will increase the maximum obligation of the agreement to a total contract value of \$27,560,000.

12. Amendment to Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Eileen Bruggeman/Beth McCormick

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route OC Bus service. Since 2020, as result of the coronavirus pandemic, а OC Bus fixed-route service has been significantly reduced. Because of the sustained operation of reduced service levels, and consistent with the terms of the agreement, First Transit, Inc. has requested an amendment to adjust the contract rates, and to be reimbursed for additional costs incurred as a result of the coronavirus pandemic. The Coronavirus Aid, Relief, and Economic Security Act of 2020, specifically provides for this relief with guidance from the Federal Transit Administration. Staff requests approval of amendment to the agreement with First Transit, Inc., adjust the contract rates for the service provided June 14, 2020 through May 31, 2021, and to increase the amount of coronavirus pass-through funds by \$3,149,737.



12. (Continued)

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc. to adjust the rates for the provision of contracted fixed-route OC Bus service, and increase the maximum reimbursement necessary to cover actual expenses due to the coronavirus pandemic an additional \$3,149,737, for an amount not to exceed \$4,969,679, from June 14, 2020 through May 31, 2021. In addition, authorize scope of work modifications to clarify performance expectations.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2020-2021, Operations Division Budget, in the amount of \$4,415,312.

13. Agreement for Enterprise Asset Management System Marie Latino/Jennifer L. Bergener

Overview

The Orange County Transportation Authority requires the services of a firm for the licenses, implementation, maintenance, and support of an enterprise asset management system. A competitive procurement has been conducted and offers 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 an enterprise asset management system.

Recommendations

- A. Approve the selection of 21Tech LLC as the firm to provide an enterprise asset management system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2272 between the Orange County Transportation Authority and 21Tech LLC, in the amount of \$5,061,529, to provide an enterprise asset management system for a seven-year initial term with two, two-year option terms.





Regular Calendar

Orange County Transit District Regular Calendar Matters

14. Draft June 2021 Bus Service Change Update Jorge Duran/Kia Mortazavi

Overview

Based on Federal Transit Administration Title VI requirements, the 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 have been in place for 12 months or longer. In response to the coronavirus pandemic, an emergency bus service change was implemented in March 2020, it was subsequently refined in June and October 2020, and remains in place as of February 2021. To meet these requirements, a public hearing is planned for April 2021, and recommendations are presented to the Board of Directors to initiate this process.

Recommendations

- A. Direct staff to implement a public outreach program on the June 2021 Bus Service Change and solicit feedback for the development of the fiscal year 2021-22 Bus Service Plan.
- B. Direct staff to return to the Board of Directors with outreach results in April 2021.

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:

- A. Pursuant to Government Code Section 54956.9(d)(1) Conference with General Counsel Existing Litigation Orange County Transportation Authority v. International Asset Management, OCSC Case No. 30-2018-00978518.
- B. Pursuant to Government Code Section 54957.6 to discuss negotiations with the Transportation Communication International Union (TCU). The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development and the lead negotiator for the TCU is to be appointed by the TCU.

19. Adjournment

The next regularly scheduled meeting of this Board will be held at 9:00 a.m. on Monday, March 8, 2021, at the County Transportation Authority Headquarters. Orange Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

Minutes of the Orange County Transportation Authority Orange County Transit District Orange County Local Transportation Authority Orange County Service Authority for Freeway Emergencies Board of Directors Meeting

Call to Order

The Monday, February 8, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:00 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

The Clerk of the Board (COB) 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

Brian Goodell

Patrick Harper

Michael Hennessey

Gene Hernandez

Joseph Muller

Vicente Sarmiento

Tim Shaw

Harry S. Sidhu

Donald P. Wagner

Ryan Chamberlain, District Director -

California Department of Transportation District 12

Director Absent: None

Also Present: Darrell E. Johnson, Chief Executive Officer (CEO)

Jennifer L. Bergener, Deputy CEO/Chief Operating Officer

Gina Ramirez, Deputy Clerk of the Board

Sahara Meisenheimer, Deputy Clerk of the Board James Donich, General Counsel (via teleconference)

Invocation

Director Delgleize gave the invocation.

Pledge of Allegiance

Director Hernandez led in the Pledge of Allegiance.

Special Calendar

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

Chairman Do opened the hearing and introduced James Donich, General Counsel, who provided opening comments about the four proposed Resolutions of Necessity (RON). He also discussed the four factors that the Board must consider when adopting these RON's to obtain the properties.

Mr. Donich discussed the public hearing notice timeline requirements for both the property owners and OCTA. He stated there were no requests to be heard by the public for three of the RON's. However, for RON No. 2021-006, the counsel representing the owners agreed to submit their objections in writing. He also noted the written comments were received and sent to the Board under separate cover and retained as part of today's Board meeting record.

Mr. Donich stated the objections in the counsel's letter raised objections to the four requirements referenced on Slide 17 of the PowerPoint that staff will be presenting. He also noted the Board is within its full rights to disagree with staff and not approve the RON's. Each Board Member can vote whether or not they want to acquire this property and move this process along to file an action with the court and allow the court to determine whether or not what OCTA has done to date, complies with applicable statutes.

Mr. Donich stated these RON's require an affirmative vote of 12 Board Members, which is two-thirds of the Board to approve. If the Board adopts these RON's, they will move forward and file an action for each of these four RON's. He stated that he is in full agreement with the staff and believes the Board can adopt all four of these RON's.

Mr. Donich introduced Ross Lew, Program Manager, who provided a PowerPoint presentation for this item as follows:

- State Route 55 (SR-55) Improvement Project Resolutions of Necessity Locations;
- Resolution of Necessity No. 2021-003: Moda Rentals;
- Resolution of Necessity No. 2021-004: DL Investments SA:
- Resolution of Necessity No. 2021-005: 1560 E. Warner Avenue LP;
- Resolution of Necessity No. 2021-006: WTW Properties;
 McFadden-Dale Industrial Hardware; B&C Properties; and
- Four Requirements to be Considered to Adopt Resolutions.

A discussion ensued regarding the following:

- The RON's are standard objections to the acquisitions.
- The court will look at all of these things, and if for some reason OCTA has not done something required to statutorily, then the court will inform OCTA, and the process will have to start over again.
- The number of property owners that are still pending.
- The process used when OCTA is acquiring property necessary for a project.
- The aggregate amount of the areas are nominal and not impacting the remaining parcels.
- The permanent highway easement varies between three to five feet.
- Decrease of the landscape buffer zone.

Chairman Do stated that Mr. Donich addressed the public comments, and the public hearing was closed.

A motion was made by Director Hernandez, seconded by Director Delgleize, and following a roll call vote, declared passed 14-1, to adopt Resolutions of Necessity Nos. 2021-003, 2021-004, 2021-005, and 2021-006, 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.

Director Wagner voted in opposition.

2. Presentation of Resolutions of Appreciation for Employees of the Year for 2020

Chairman Do provided opening comments and introduced Darrell E. Johnson, Chief Executive Officer (CEO), who presented the OCTA Resolutions of Appreciation Nos. 2021-007, 2021-008, 2021-009 to Ricardo Serna, Coach Operator, Travis Corey, Maintenance, and Barry Reynolds, Administration, as Employees of the Year for 2020.

Consent Calendar (Items 3 through 14)

3. Approval of Minutes

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of January 25, 2021.

4. Comprehensive Transportation Funding Program, Oversight and Reporting Controls, Internal Audit Report No. 20-512

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to direct staff to implement one recommendation provided in Comprehensive Transportation Funding Program, Oversight and Reporting Controls, Internal Audit Report No. 20-512.

5. Coronavirus Update

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

6. Recruitment for Public Member Appointment

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to direct the Chief Executive Officer to follow the past Board of Directors' process when there is a public member vacancy to include publicly noticing the vacancy and announce the recruitment of a public member to serve on the Orange County Transportation Authority Board of Directors through media outlets, notifications to cities, community organizations, and to the County of Orange.

7. Fiscal Year 2020-21 Proposed Budget Amendment

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to:

- A. Amend the Orange County Transportation Authority's Fiscal Year 2020-21 approved budget increasing the revenue and expense budget in the amount of approximately \$4.7 million to accommodate updated budget assumptions for both revenue and expense items.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2020-21 Personnel and Salary Resolution and budget to adjust the Los Angeles San Diego San Luis Obispo Rail Corridor Agency Deputy Managing Director position from a salary grade V to a salary grade X.

8. Second Quarter Fiscal Year 2020-21 Procurement Status Report

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

9. Orange County Transportation Authority Investment and Debt Programs Report - December 2020

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

10. Capital Programs Division - Second Quarter Fiscal Year 2020-21 Capital Action Plan Performance Metrics

Director Shaw pulled this item and commented on the long process of the Placentia Metrolink Station project.

Director Chafee also commented on the item, stating it would revitalize downtown Placentia and bring more jobs. He also noted the County has entered into an enhanced infrastructure financing between the County and the City of Placentia. He is hopeful to move the project forward and resolve the issues this year.

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

11. Amendment to Agreement for Program Management Consultant Services for Highway Programs

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3767 between the Orange County Transportation Authority and Mott MacDonald, LLC, to exercise the two-year option term for program management consultant services for the Highway Programs Department, in the amount of \$14,900,000, and extend the term of the agreement through August 23, 2023. This will increase the maximum obligation of the agreement to a total contract value of \$39,680,661.

12. Capital Programming Update

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to:

- A. Authorize the use of \$10.579 million in Measure M2 funds for the Interstate 5 improvements from Interstate 405 to Yale Avenue (Segment 1).
- B. Authorize the use of \$3.240 million in Highway Infrastructure Program funds for the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.
- C. Authorize the use of \$4.766 million in Federal Surface Transportation Block Grant or Congestion Mitigation and Air Quality Improvement funds for the following transit projects:
 - \$4.500 million in Congestion Mitigation and Air Quality Improvement funds for the rideshare and vanpool programs.
 - \$0.266 million in Surface Transportation Block Grant funds for the Orange County Mobility Hub Strategy.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

13. Award of Agreement for Regional Modeling Traffic Operations On-Call Support Staffing

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to:

- A. Approve the selection of W.G. Zimmerman Engineering, Inc., as the firm to provide on-call support staffing services for the Regional Modeling Traffic Operations section.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term with two, two-year option terms.

14. Measure M2 Environmental Cleanup Program - Project X Tier 1 Grant Program Call for Projects

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to:

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Program.
- B. Authorize staff to issue the fiscal year 2021 Environmental Cleanup Program Tier 1 call for projects.

Regular Calendar

15. South Orange County Multimodal Transportation Study Update

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Warren Whitaker, Principal Transportation Analyst, who provided a PowerPoint presentation on the following:

- Study Objectives;
- Study Background;
- Study Scope Highlights;
- Public and Partner Agency Engagement;
- Transportation Issues and Opportunities;
- Purpose and Need Statement;
- Conceptual Strategies;
- Initial Alternative Strategies Scenarios; and
- Next Steps.

Director Bartlett thanked Mr. Whitaker for the thorough presentation and stated this mirrors what is happening in south county. She noted the current transportation system south county has in place does not include many freeway options to get around, and drivers must rely on the arterials like the North and Southbound Interstate 405 and the Interstate 5 (I-5).

Director Bartlett also stated south county is unique because of the successful transportation modes like the trolley system and the OC Flex program. She said looking at the three transportation infrastructure projects while continuing stakeholder output, and OCTA moving these projects forward, is a step in the right direction.

Director Muller echoed Director Bartlett's comments and thanked the staff for all the hard work with city staff, particularly in Dana Point. He stated that the staff has been working hard and is looking at connectivity options towards the beaches and the double-tracking opportunities.

Director Muller stated he would like to discuss with the Regional Planning and & Highways Committee an application that will allow OCTA to schedule different transportation modes in south county. He stated that light rail is ultimately a solution and staff needs to start looking at it in a little more depth.

Director Hernandez raised his concern about these projects since the Southern California Association Of Governments tends to use these projects in transportation to justify expanding the Regional Housing Needs Assessment (RHNA) numbers because these projects are projected and not confirmed.

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

Director Do stated he would like to expand the Regional Planning and Highways Committee to eight members and inquired with James Donich, General Counsel if he was legally allowed to expand the membership.

Mr. Donich responded the Chairman could develop memberships for any committee of the Board at any time. He noted this would be subject to approval by the rest of the Board as long as it is below nine members, then there wouldn't be quorum issues of the actual board.

Mr. Donich stated that staff could bring forward the item to the next Board meeting, similar to how staff brings items in January of each year, with the election of the new Chairman, Vice Chairman, and the various Board Committees.

Chairman Do inquired if adding a member to a Committee had been done before at OCTA.

Mr. Johnson, CEO, stated that OCTA has had eight-member Committees in the past. As Mr. Donich indicated, the administrative code of OCTA gives Board discretion to the Chairman to establish committee memberships.

Chairman Do requested that staff add this item to the next Board meeting agenda.

Mr. Johnson CEO, responded that staff would be happy to add an item for committee membership to the next Board meeting.

Discussion Items

16. Public Comments

There were no Public Comments.

17. Chief Executive Officer's Report

Mr. Johnson CEO, reported on the following:

Construction Outreach -

- OCTA will host an online community meeting for the I-5 South County Improvements Project on Wednesday, February 10^{th,} from 5:30 p.m. to 7:00 p.m.
- This will be the first virtual community meeting for Segment 3 of the project, which stretches from Alicia Parkway to El Toro Road.
- The pandemic forced OCTA staff to go virtual with outreach events. However, staff has found that there has been excellent attendance since people do not have to leave their homes to participate. He noted that a recording of the meeting is posted on the public's project website to view at their convenience following the meeting.

Mask Mandate -

 As mentioned in the regular coronavirus update to the Board on the Consent calendar today, the new Administration has followed the state, and made mask-wearing while using public transit a federal requirement. And last week, the Transportation Security Administration issued a security directive requiring that OCTA inform passengers.

- Mr. Johnson, CEO stated since May of last year OCTA has required masks on all OC buses. Staff is using the new federal requirement as an opportunity to remind passengers and reinforce OCTA's safety messages.
- OCTA is rolling out new annunciator messages on all buses, and the head signs are being updated with a "No Mask, No Ride" message.
- Last week, staff sent an update to OCTA coach operators reminding them of the importance of informing passengers about the mask requirements while also avoiding any conflicts with enforcement.

18. Directors' Reports

There were no Directors Reports.

19. Closed Session

There were no Closed Session items scheduled.

20. Adjournment

The meeting adjourned at 10:05 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, February 22, 2021,** at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:	Gina Ramirez
	Deputy Clerk of the Board
Andrew Do	





February 22, 2021

To: Members of the Board of Directors

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

Subject: Audit Responsibilities of the Finance and Administration

Committee

Finance and Administration Committee Meeting of February 10, 2021

Present: Directors 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.

Committee Recommendation

Approve the Audit Responsibilities of the Finance and Administration Committee.



February 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director

Internal Audit Department

Subject: Audit Responsibilities of the Finance and Administration

Committee

Overview

The Finance and Administration Committee of the Board of Directors of the Orange County Transportation Authority, serves as an audit committee in its oversight of audit activities. Annually, the Board of Directors approves the Audit Responsibilities of the Finance and Administration Committee to reaffirm the responsibilities of the Finance and Administration Committee with regard to audits.

Recommendation

Approve the Audit Responsibilities of the Finance and Administration Committee.

Background

The Internal Audit Department (Internal Audit) is an independent appraisal function, the purpose of which is to examine and evaluate the Orange County Transportation Authority's (OCTA) operations and activities. Internal Audit also coordinates and monitors the activities of external auditors, including the independent financial statement auditors. The Finance and Administration Committee (Committee) serves as OCTA's audit committee, having primary responsibility for the oversight of all audit activities.

Discussion

The Committee receives and reviews the annual Internal Audit Plan (Plan), all audit reports and management responses, and quarterly updates to the Plan.

The Committee reviews the independently audited financial statements of OCTA and its related entities, as well as the external auditor's required communications, including the management letter.

The Board of Directors originally adopted the Audit Responsibilities of the Committee to establish responsibilities of the Committee with regard to audit. The responsibilities include an annual affirmation of the roles and responsibilities of the Committee in fulfilling this role.

Summary

Audit responsibilities of the Committee include Committee review of OCTA's audited financial statements, oversight of its Internal Audit function, and communication with its external auditors. These responsibilities are presented for review and approval.

Attachment

A. Orange County Transportation Authority Audit Responsibilities of the Finance and Administration Committee

Prepared by:

Janet Sutter

Executive Director, Internal Audit

714-560-5591

Orange County Transportation Authority Audit Responsibilities of the Finance and Administration Committee

The Finance and Administration Committee (Committee) of the Board of Directors (Board) of the Orange County Transportation Authority (OCTA), will assist the Board in fulfilling its audit oversight responsibilities with regard to (1) the integrity of OCTA's financial statements, (2) OCTA's compliance with legal and regulatory requirements, (3) the independent auditor's qualifications and independence, and (4) the performance of OCTA's internal audit function. In providing this assistance to the Board, the Committee will assume audit responsibilities as provided herein and recommend action on all audit matters to the full Board.

All Committee members will participate in fulfilling these responsibilities. At least one of the Committee members will have financial experience sufficient to provide guidance and assistance to other Committee members on matters related to accounting, auditing, budgeting, and finance.

Audit responsibilities of the Committee will include, but not be limited to, the following:

Financial Statements

• Review with management and the external auditors:

- The annual financial audit reports and related footnotes, schedules, unadjusted differences, and management letter, including OCTA accounting principles and significant estimates or judgments impacting the financial statements.
- o Any serious difficulties or disputes with management encountered during the audit.
- Matters required to be discussed by Statements on Auditing Standards issued by the Auditing Standards Board of the American Institute of Certified Public Accountants, or other state or federal agencies.
- Inquire of the Chief Executive Officer and the Executive Director of Finance and Administration regarding the fiscal health of OCTA, as well as the financial status of OCTA in relation to its adopted budget.

External Audit

- Review the external auditors' proposed audit scope and approach, including coordination of audit effort with the Internal Audit Department (Internal Audit).
- Inquire of the external auditors, internal auditors, and management about significant risks or exposures facing OCTA, and assess the steps management has taken or proposes to take to minimize such risks.
- Review the performance of the external auditors, including any issues arising during their most recent quality control or peer review, their independence as it relates to OCTA, and recommend to the Board the appointment or discharge of the external auditors.
- Make recommendations to the Board on procurement of the external auditors and ensure compliance with Government Code Section 12410.6 with regard to assignment of partners.

Last Revised: February 2016

Orange County Transportation Authority Audit Responsibilities of the Finance and Administration Committee

Internal Audit

- Review with management and the Executive Director of Internal Audit the annual audit plan and quarterly reports of audit activity.
- Review the activities, staffing, budget, independence, and organizational structure of the internal audit function, including the effectiveness of the function and its compliance with the Government Accountability Office's *Government Auditing Standards* (Yellow Book).
- Review all internal audit reports, including management responses thereto.
- Ensure there are no unjustified restrictions or limitations placed upon Internal Audit.
- Review and concur in the appointment, replacement, or dismissal of the Executive Director of Internal Audit.

Internal Control

- Understand the scope of internal and external auditors' review of internal control over financial reporting, and obtain reports on significant findings and recommendations, together with management's responses.
- Consider the effectiveness of OCTA's internal control system, including information technology security and control.

Other

- Review the Audit Responsibilities of the Finance and Administration Committee annually to reassess their adequacy and recommend any proposed changes.
- Review the Committee's effectiveness in carrying out its responsibilities.
- Other matters deemed appropriate by the Committee Chairman or as directed by the Chairman of the Board

Last Revised: February 2016



February 22, 2021

To: Members of the Board of Directors

From: Andrew Do, Chairman of the Board

Subject: Approval of Revised 2021 Orange County Transportation Authority

In drul

Board of Directors Committee Assignments

Overview

Revised 2021 Board Member assignments to the Orange County Transportation Authority Board of Directors Committees and external agencies are presented for the Board of Directors' consideration and approval.

Recommendation

Approve the Chairman's Revised 2021 Orange County Transportation Authority Board of Directors Committee assignments, adding Director Joseph Muller to the Regional Planning and Highways Committee.

Background

Each year, the OCTA Board of Directors (Board) Chairman has the prerogative of assigning Members to committees, and those appointments are then confirmed by the Board. The 2021 Committee assignments were approved by the Board on January 25, 2021.

With the OCTA South Orange County Multimodal Transportation Study, as well as a number of Measure M2 Interstate 5 corridor improvement projects underway in south Orange County, it is recommended that Director Joseph Muller be added to the Regional Planning and Highways Committee.

Discussion

The recommended revised assignment to the OCTA Board Committees is detailed in Attachment A.

Summary

The revised OCTA Board Committees for 2021, with the assignment of Director Joseph Muller to the Regional Planning and Highways Committee, are presented for Board consideration and approval.

Approval of Revised 2021 Orange County Transportation Authority *Page 2* Board of Directors Committee Assignments

Attachment

A. Revised 2021 Orange County Transportation Authority (OCTA) Board Committee Assignments

Prepared by:

Andrea West
Interim Clerk of the Board

(714) 560-5676

Approved by:

Jennifer L. Bergener Deputy Chief Executive Officer (714) 560-5462

Revised 2021 Orange County Transportation Authority (OCTA) Board Committee Assignments

OCTA - Board Committee Assignments:

Executive Committee

Andrew Do, Chairman
Mark A. Murphy, Vice Chairman/Regional Planning and Highways Chairman
Steve Jones, Immediate Past Chairman
Lisa A. Bartlett, Legislative and Communications - Chairman
Michael Hennessey, Finance and Administration - Chairman
Tim Shaw, Transit - Chairman

Finance and Administration Committee

Michael Hennessey, Chairman Steve Jones, Vice Chairman Brian Goodell Patrick Harper Gene Hernandez Joseph Muller Second District Supervisor

Legislative and Communications Committee

Lisa A. Bartlett, **Chairwoman**Gene Hernandez, **Vice Chairman**Barbara Delgleize
Michael Hennessey
Mark A. Murphy
Harry S. Sidhu
Donald P. Wagner

Regional Planning and Highways Committee

Mark A. Murphy, **Chairman**Barbara Delgleize, **Vice Chair**Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez **Joseph Muller**Vicente Sarmiento

Revised 2021 Orange County Transportation Authority (OCTA) Board Committee Assignments

OCTA Board Committee Assignments:

Transit Committee

Tim Shaw, **Chairman**Harry S. Sidhu, **Vice Chairman**Doug Chaffee
Andrew Do
Steve Jones
Vicente Sarmiento
Public Member

Environmental Oversight Committee

Lisa A. Bartlett, **Chairwoman**Brian Goodell, Member

*State Route 91 Advisory Committee

Gene Hernandez Mark A. Murphy Tim Shaw Harry S. Sidhu Donald P. Wagner Michael Hennessey, Alternate

*This Committee is comprised of representatives from both Orange and Riverside counties. The Chairman and Vice Chairman are selected by the Committee.





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board with With

Subject: 91 Express Lanes Update for the Period Ending -

December 31, 2020

Finance and Administration Committee Meeting of February 10, 2021

Present: Directors 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.

Committee Recommendation

Receive and file as an information item.



February 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending

December 31, 2020

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, additional capacity added to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 3.5 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending December 31, 2020.

Recommendation

Receive and file as an information item.

Background

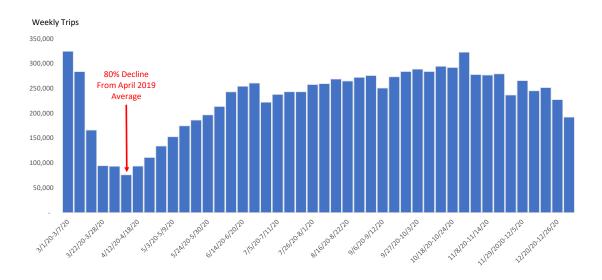
Since January 2003, the Orange County Transportation Authority (OCTA) has owned the 91 Express Lanes (91 EL), which is a two-lane managed lane facility in each direction in the median of the State Route (SR) 91 freeway from the State route 55 to the Orange/Riverside County line. During OCTA ownership, toll rates have been adjusted up and down, additional capacity has been added to the general-purpose lanes in the SR-91 corridor through various improvement projects, the outstanding debt has been restructured, and an extension of the facility from the Orange/Riverside County line to Interstate 15 was completed by the Riverside County Transportation Commission (RCTC).

In addition to these events, most recently the 91 EL has experienced the impacts of the coronavirus (COVID-19) pandemic and California Governor Newsom's 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.

Discussion

The graph below provides the weekly trips on the 91 EL since March 2020 through the end of December 2020. At the lowest point in April 2020, traffic volumes on the 91 EL dropped 80 percent from the average levels reached in 2019. Since April, traffic volumes grew steadily over the six-month period and peaked during the last week in October. In December, traffic volumes declined as a result of new stay-at-home orders enacted by the Governor. A graph of toll revenues would show a trend for the ten-month period.



Traffic Volumes

Total traffic volume on the OCTA 91 EL for the month of December 2020 was 1,082,747. This represents a daily average of 34,927. This is a 24.8 percent decrease in total traffic volume from the same period last year when traffic levels totaled 1,440,236. Carpool percentage for the period ending December was 21.3 percent. In looking at the quarter-ending period of December 2020, traffic volumes registered 3.5 million, which was a decrease of 19.6 percent over the same period the prior year. For the 12-month period ending December 2020, traffic volumes totaled 13 million and decreased by 26.7 percent over the same period the prior year. The decrease in traffic volumes during the last month, quarter, and 12-month period are attributed to the stay-at-home order.

Gross Potential Toll Revenues (GPTR)

GPTR for the month of December 2020 was \$3,537,895, which represents a decrease of 18.5 percent from the prior year's total of \$4,338,299. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). In looking at the previous 12 months, GPTR totaled \$42.1 million and decreased by 20.4 percent over the same period the prior year.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. The most recent toll adjustment occurred on October 1, 2020, whereby one peak period hour was decreased by \$0.50. As of the end of December 2020, toll rates ranged from a minimum of \$1.70 to a maximum of \$8.15. The next scheduled toll adjustment will occur on January 1, 2021.

Number of Accounts and Transponders

The number of active accounts totaled 150,608, and 407,031 transponders were assigned to those accounts as of December 31, 2020. Over the past 12 months, the number of accounts has remained steady at its current levels while the number of transponders in circulation has increased by 177,434. The large increase in transponders is due to the distribution of 6C transponders to customers.

Outstanding Debt

There were no debt service payments due or made during quarter-ending December 2020. As of December 31, 2020, the outstanding amount of the 91 EL tax-exempt 2013 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled \$85.3 million. The Bonds are rated "AA-" by Standard and Poor's, "A1" by Moody's, and "A+" by Fitch Ratings. The next scheduled debt service payment is on February 15, 2021. There are currently no plans to issue additional debt secured by 91 EL toll revenues.

Reserve Funds

The bond indenture for the 2013 Bonds requires three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds are fully funded with a total balance of \$25.1 million as of December 31, 2020.

In addition to the required debt reserve funds, the OCTA Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of \$25 million and is used for large capital projects for the 91 EL such as pavement rehabilitation and back-office systems. The other reserve fund was established in 2017 for two future Measure M2 projects on the SR-91 corridor. The balance in that reserve fund is \$55.9 million. Lastly, OCTA has approximately \$99.9 million set aside in excess toll revenues for various other SR-91 corridor projects.

Recent Activities

In December 2020, the Board approved the selection of DeAngelo Brothers, LLC (DeAngelo) to provide roadway operations and maintenance services for the 91 EL for a four-year term. The contract for the current provider of services expires on June 30, 2021. DeAngelo will commence day-to-day operations in July 2021.

Also, the Board adopted a revision to the OCTA Toll Violations and Enforcement Ordinance in December 2020. The schedule of penalties was revised to reflect a maximum rate of \$100 per violation. The new penalty structure is effective January 1, 2021.

The transition to 6C transponders and account plans continued with multiple emails being sent and phone calls made to convert customers to the new structure and provide them with the new transponders. It is envisioned that the distribution of transponders to all customers will take place over several months.

Upcoming Events

The current back-office system and customer service center services agreement expires on June 30, 2021. The new three-party agreement for these services is between OCTA, Cofiroute USA, and RCTC. Staff from OCTA and RCTC have been attending design workshops and meeting on a regular basis with Cofiroute USA to discuss system requirements. The transition to the new system will take place over the next fiscal year.

91 Express Lanes Update for the Period Ending - *Page 5* December 31, 2020

Summary

An operational report for the 91 Express Lanes for the period ending December 31, 2020, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachment

A. 91 Express Lanes Status Report, December 2020

Prepared by:

Mith Carl

Kirk Avila

General Manager,

Express Lanes Programs

(714) 560-5674





Orange County Transportation Authority Riverside County Transportation Commission



Status Report December 2020

As of December 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for December 2020 was 1,082,747. This represents a daily average of 34,927 vehicles. This is a 24.8 percent decrease in total traffic volume from the same period last year, which totaled 1,440,236. Potential toll revenue for December was \$3,537,895, which represents a decrease of 18.4 percent from the prior year's total of \$4,338,299. Carpool percentage for December was 21.3 percent as compared to the previous year's rate of 26.4 percent. The decreases are attributed to the coronavirus (COVID-19) pandemic and California Governor Newsom's orders for residents to stay at home and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of December 2020.

Current Month-to-Date (MTD) as of December 31, 2020

	Dec-20	Dec-19	Yr-to-Yr
	MTD	MTD	%
Trips	Actual	Actual	Variance
Full Toll Lanes	852,110	1,059,346	(19.6%)
3+ Lanes	230,637	380,890	(39.4%)
Total Gross Trips	1,082,747	1,440,236	(24.8%)
Revenue			
Full Toll Lanes	\$3,488,629	\$4,269,308	(18.3%)
3+ Lanes	\$49,266	\$68,991	(28.6%)
Total Gross Revenue	\$3,537,895	\$4,338,299	(18.4%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.09	\$4.03	1.5%
Average 3+ Lanes	\$0.21	\$0.18	16.7%
Average Gross Revenue	\$3.27	\$3.01	8.6%



The 2021 fiscal year-to-date traffic volume decreased by 22.5 percent and potential toll revenue decreased by 16.5 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.25.

Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through December 2020.

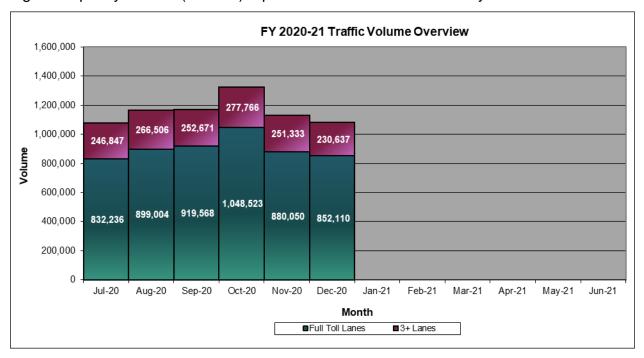
Fiscal Year (FY) 2020-21 Year-to-Date as of December 31, 2020

	FY 2020-21 YTD	FY 2019-20 YTD	Yr-to-Yr %
Trips	Actual	Actual	Variance
Full Toll Lanes	5,431,491	6,626,087	(18.0%)
3+ Lanes	1,525,760	2,345,634	(35.0%)
Total Gross Trips	6,957,251	8,971,721	(22.5%)
Revenue			
Full Toll Lanes	\$22,298,744	\$26,647,546	(16.3%)
3+ Lanes	\$302,149	\$415,384	(27.3%)
Total Gross Revenue	\$22,600,893	\$27,062,930	(16.5%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.11	\$4.02	2.2%
Average 3+ Lanes	\$0.20	\$0.18	11.1%
Average Gross Revenue	\$3.25	\$3.02	7.6%

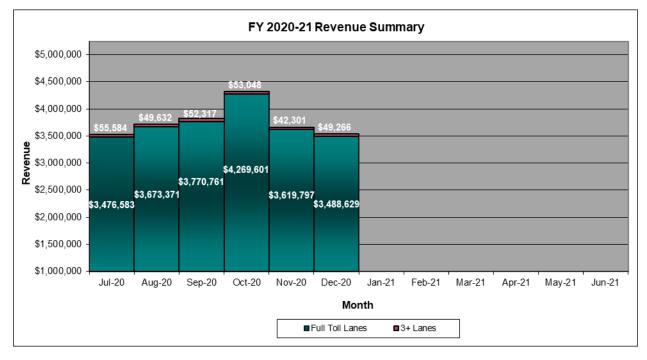


OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.





OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity six times during the month of December 2020. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 71 percent of defined capacity.

	Mon	day	11/30/20		Tues	day	12/01/20		Wedne	sday	12/02/20		Thurse	ay	12/03/20		Frida	у	12/04/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500					\$5.15	326	2,590	76%	\$5.15	337	2,695	79%	\$6.95	389	2,906	85%	\$7.35	502	3,269	96%
1500 - 1600					\$5.25	416	2,524	74%	\$7.25	480	2,714	80%	\$6.25	489	3,433	101%	\$8.15	525	2,580	76%
1600 - 1700					\$5.00	316	2,834	83%	\$7.00	323	2,763	81%	\$7.30	312	2,318	68%	\$7.95	356	2,617	77%
1700 - 1800					\$4.90	427	2,952	87%	\$5.90	446	2,921	86%	\$7.20	490	3,025	89%	\$6.55	400	2,445	72%
1800 - 1900					\$3.95	426	2,146	63%	\$3.95	416	2,242	66%	\$4.35	450	2,741	81%	\$6.55	467	2,163	64%
1900 - 2000					\$3.85	248	1,087	32%	\$3.85	275	1,003	30%	\$5.60	316	1,346	40%	\$6.05	401	1,522	45%

	Mon	day	12/07/20		Tues	sday	12/08/20		Wedne	sday	12/09/20		Thursd	lay	12/10/20		Frida	у	12/11/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	311	2,380	70%	\$5.15	312	2,471	73%	\$5.15	345	2,733	80%	\$6.95	342	2,513	74%	\$7.35	439	3,086	91%
1500 - 1600	\$5.50	423	2,942	87%	\$5.25	467	2,904	85%	\$7.25	445	2,858	84%	\$6.25	493	3,383	100%	\$8.15	523	2,648	78%
1600 - 1700	\$4.85	327	2,736	80%	\$5.00	328	2,719	80%	\$7.00	339	2,753	81%	\$7.30	333	2,524	74%	\$7.95	274	2,218	65%
1700 - 1800	\$4.80	375	2,467	73%	\$4.90	389	2,613	77%	\$5.90	400	2,526	74%	\$7.20	452	2,734	80%	\$6.55	454	2,840	84%
1800 - 1900	\$5.50	320	1,610	47%	\$3.95	375	1,933	57%	\$3.95	399	2,039	60%	\$4.35	391	1,991	59%	\$6.55	431	1,992	59%
1900 - 2000	\$3.85	217	862	25%	\$3.85	203	829	24%	\$3.85	244	945	28%	\$5.60	250	972	29%	\$6.05	321	1,103	32%

	Mon	day	12/14/20		Tues	sday	12/15/20		Wedne	esday	12/16/20		Thursd	lay	12/17/20		Frida	y	12/18/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	311	2,337	69%	\$5.15	305	2,223	65%	\$5.15	347	2,777	82%	\$6.95	391	2,665	78%	\$7.35	445	3,202	94%
1500 - 1600	\$5.50	367	2,616	77%	\$5.25	431	2,737	81%	\$7.25	427	2,673	79%	\$6.25	457	3,258	96%	\$8.15	533	2,526	74%
1600 - 1700	\$4.85	317	2,812	83%	\$5.00	306	2,717	80%	\$7.00	322	2,647	78%	\$7.30	330	2,541	75%	\$7.95	309	2,575	76%
1700 - 1800	\$4.80	341	2,452	72%	\$4.90	348	2,565	75%	\$5.90	437	2,866	84%	\$7.20	406	2,666	78%	\$6.55	260	1,435	42%
1800 - 1900	\$5.50	353	1,623	48%	\$3.95	390	2,007	59%	\$3.95	337	2,022	59%	\$4.35	394	2,243	66%	\$6.55	559	2,691	79%
1900 - 2000	\$3.85	213	799	24%	\$3.85	250	985	29%	\$3.85	257	934	27%	\$5.60	311	1,149	34%	\$6.05	402	1,574	46%

	Mon	day	12/21/20		Tues	sday	12/22/20		Wedne	sday	12/23/20		Thurso	ay	12/24/20		Frida	у	12/25/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	363	2,489	73%	\$5.15	391	2,763	81%	\$5.15	403	3,017	89%	\$7.35	548	2,333	69%	\$6.00	483	1,099	32%
1500 - 1600	\$5.50	446	2,868	84%	\$5.25	451	2,622	77%	\$7.25	519	2,946	87%	\$8.15	686	2,058	61%	\$6.00	416	930	27%
1600 - 1700	\$4.85	332	2,635	78%	\$5.00	328	2,748	81%	\$7.00	367	2,639	78%	\$7.95	470	1,728	51%	\$6.00	354	775	23%
1700 - 1800	\$4.80	414	2,698	79%	\$4.90	402	2,666	78%	\$5.90	454	2,428	71%	\$6.55	493	1,406	41%	\$6.00	356	765	23%
1800 - 1900	\$5.50	431	1,926	57%	\$3.95	435	2,197	65%	\$3.95	458	2,102	62%	\$6.55	383	1,028	30%	\$6.00	361	704	21%
1900 - 2000	\$3.85	291	1,052	31%	\$3.85	288	1,132	33%	\$3.85	345	1,252	37%	\$6.05	335	769	23%	\$6.00	382	698	21%

	Mon	day	12/28/20		Tues	sday	12/29/20		Wedne	sday	12/30/20		Thurso	lay	12/31/20		Frida	у	01/01/21	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	265	1,692	50%	\$5.15	366	2,306	68%	\$5.15	382	2,667	78%	\$7.35	493	2,405	71%				
1500 - 1600	\$5.50	338	1,918	56%	\$5.25	469	2,417	71%	\$7.25	524	2,736	80%	\$8.15	507	1,960	58%				
1600 - 1700	\$4.85	292	1,981	58%	\$5.00	284	2,328	68%	\$7.00	365	2,415	71%	\$7.95	349	1,610	47%				
1700 - 1800	\$4.80	279	1,772	52%	\$4.90	369	2,170	64%	\$5.90	390	2,221	65%	\$6.55	365	1,420	42%				
1800 - 1900	\$5.50	257	1,071	32%	\$3.95	368	1,585	47%	\$3.95	416	1,743	51%	\$6.55	374	1,070	31%				
1900 - 2000	\$3.85	155	542	16%	\$3.85	251	852	25%	\$3.85	317	1,030	30%	\$6.05	226	574	17%				



OCTA WESTBOUND PEAK-HOUR VOLUMES

	Mone	day	11/30/20		Tues	sday	12/01/20		Wedne	esday	12/02/20		Thurse	day	12/03/20		Frid	lay	12/04/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500					\$3.05	421	1,418	42%	\$3.05	444	1,462	43%	\$3.05	409	1,470	43%	\$3.05	354	1,200	35%
0500 - 0600					\$4.95	565	2,379	70%	\$4.95	565	2,286	67%	\$4.95	545	2,177	64%	\$4.70	482	2,083	61%
0600 - 0700					\$5.15	286	1,612	47%	\$5.15	274	1,727	51%	\$5.15	307	2,009	59%	\$4.95	295	1,950	57%
0700 - 0800					\$5.65	275	1,979	58%	\$5.65	244	1,868	55%	\$5.65	253	2,021	59%	\$5.50	239	1,709	50%
0800 - 0900					\$5.15	141	1,579	46%	\$5.15	160	1,539	45%	\$5.15	166	1,847	54%	\$4.95	147	1,370	40%
0900 - 1000					\$4.10	143	1,182	35%	\$4.10	137	1,304	38%	\$4.10	138	1,669	49%	\$4.10	141	1,178	35%

	Mone	day	12/07/20		Tues	sday	12/08/20		Wedne	esday	12/09/20		Thurse	day	12/10/20		Frid	ay	12/11/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	408	1,404	41%	\$3.05	372	1,327	39%	\$3.05	391	1,414	42%	\$3.05	365	1,365	40%	\$3.05	283	1,011	30%
0500 - 0600	\$4.95	479	1,927	57%	\$4.95	558	2,385	70%	\$4.95	500	2,225	65%	\$4.95	539	2,169	64%	\$4.70	462	1,951	57%
0600 - 0700	\$5.15	257	1,862	55%	\$5.15	266	1,521	45%	\$5.15	307	1,757	52%	\$5.15	287	1,701	50%	\$4.95	288	1,849	54%
0700 - 0800	\$5.65	264	1,958	58%	\$5.65	249	1,870	55%	\$5.65	260	1,946	57%	\$5.65	247	1,756	52%	\$5.50	239	1,650	49%
0800 - 0900	\$5.15	152	1,507	44%	\$5.15	139	1,466	43%	\$5.15	187	1,819	54%	\$5.15	130	1,570	46%	\$4.95	137	1,259	37%
0900 - 1000	\$4.10	118	1,079	32%	\$4.10	119	1,099	32%	\$4.10	109	1,268	37%	\$4.10	134	1,281	38%	\$4.10	105	1,022	30%

	Mone	day	12/14/20		Tues	sday	12/15/20		Wedne	esday	12/16/20		Thurse	day	12/17/20		Frid	ay	12/18/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	368	1,414	42%	\$3.05	328	1,347	40%	\$3.05	392	1,374	40%	\$3.05	339	1,348	40%	\$3.05	293	1,019	30%
0500 - 0600	\$4.95	526	2,166	64%	\$4.95	554	2,419	71%	\$4.95	480	2,057	61%	\$4.95	530	2,153	63%	\$4.70	424	1,854	55%
0600 - 0700	\$5.15	268	1,973	58%	\$5.15	255	1,565	46%	\$5.15	264	1,734	51%	\$5.15	287	1,696	50%	\$4.95	252	1,730	51%
0700 - 0800	\$5.65	254	1,868	55%	\$5.65	240	1,811	53%	\$5.65	241	1,794	53%	\$5.65	234	1,895	56%	\$5.50	196	1,469	43%
0800 - 0900	\$5.15	131	1,367	40%	\$5.15	126	1,417	42%	\$5.15	118	1,247	37%	\$5.15	123	1,740	51%	\$4.95	155	1,446	43%
0900 - 1000	\$4.10	103	1,082	32%	\$4.10	114	1,124	33%	\$4.10	125	1,141	34%	\$4.10	157	1,519	45%	\$4.10	155	1,170	34%

	Mon	day	12/21/20		Tues	sday	12/22/20		Wedne	esday	12/23/20		Thurse	lay	12/24/20		Frid	ay	12/25/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Сар.
0400 - 0500	\$3.05	326	1,225	36%	\$3.05	312	1,193	35%	\$3.05	298	1,120	33%	\$3.05	117	374	11%	\$1.70	14	28	1%
0500 - 0600	\$4.95	441	1,958	58%	\$4.95	479	2,131	63%	\$4.95	442	1,932	57%	\$4.70	181	588	17%	\$1.70	14	45	1%
0600 - 0700	\$5.15	244	1,624	48%	\$5.15	224	1,442	42%	\$5.15	233	1,315	39%	\$4.95	109	544	16%	\$1.70	18	59	2%
0700 - 0800	\$5.65	198	1,610	47%	\$5.65	190	1,475	43%	\$5.65	176	1,257	37%	\$5.50	81	514	15%	\$1.70	22	85	3%
0800 - 0900	\$5.15	135	1,212	36%	\$5.15	121	1,283	38%	\$5.15	146	1,231	36%	\$4.95	111	624	18%	\$3.05	60	170	5%
0900 - 1000	\$4.10	211	1,138	33%	\$4.10	199	1.294	38%	\$4.10	187	1.247	37%	\$4.10	172	717	21%	\$3.20	129	351	10%

	Mon	day	12/28/20		Tues	sday	12/29/20		Wedne	sday	12/30/20		Thurse	day	12/31/20		Frid	ay	01/01/21	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	197	907	27%	\$3.05	227	856	25%	\$3.05	231	843	25%	\$3.05	141	535	16%				
0500 - 0600	\$4.95	244	1,131	33%	\$4.95	355	1,505	44%	\$4.95	337	1,481	44%	\$4.70	202	767	23%				
0600 - 0700	\$5.15	177	997	29%	\$5.15	179	923	27%	\$5.15	220	1,286	38%	\$4.95	131	737	22%				
0700 - 0800	\$5.65	148	1,108	33%	\$5.65	147	1,123	33%	\$5.65	121	1,037	31%	\$5.50	95	669	20%				
0800 - 0900	\$5.15	129	1,058	31%	\$5.15	126	1,048	31%	\$5.15	129	1,069	31%	\$4.95	89	683	20%				
0900 - 1000	\$4.10	149	977	29%	\$4.10	147	950	28%	\$4.10	162	951	28%	\$4.10	141	765	23%				



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 101 calls during the month of December. Of those calls, 63 were to assist disabled vehicles and 25 calls to remove debris. The CAS provided assistance to 13 accidents in the Express Lanes with seven of those accidents originating in the State Route 91 general purpose lanes.



FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

		YTD as of :	12/31/2020	YTD Varia	ance
Description		Actual (1)	Budget (1)	Dollar \$	Percent (%)
	•				
Operating revenues:					
Toll Revenue	\$	20,754,429.71	\$ 15,890,806.00	\$ 4,863,623.71	30.6
Fee Revenue		2,257,552.62	840,388.00	1,417,164.62	168.6
Total operating revenues		23,011,982.33	16,731,194.00	6,280,788.33	37.5
Operating expenses:					
Contracted Services		3,317,976.58	3,598,560.00	280,583.42	7.8
Administrative Fee		1,609,815.00	1,560,876.00	(48,939.00)	(3.1)
Other Professional Services		428,342.55	1,834,808.00	1,406,465.45	76.7
Credit Card Processing Fees		463,438.47	473,850.00	10,411.53	2.2
Toll Road Account Servicing (5)		198,879.43	301,020.00	102,140.57	33.9
Other Insurance Expense		217,974.36	124,950.00	(93,024.36)	(74.4)
Toll Road Maintenance Supply Repairs		55,649.61	1,375,059.00	1,319,409.39	96.0
Patrol Services		229,650.67	549,778.00	320,127.33	58.2
Building Equipment Repairs and Maint		336,376.43	206,729.00	(129,647.43)	(62.7)
6C Transponders		, <u>-</u>	125,000.00	125,000.00	100.0
Other Services (6)		(997,825.18)	31,210.00	1,029,035.18	3,297.1
Utilities		22,533.68	57,480.00	34,946.32	60.8
Office Expense		9,356.40	48,982.00	39,625.60	80.9
Bad Debt Expense		84,842.04	-	(84,842.04)	N/A
Miscellaneous (2)		4,153.82	86,696.00	82,542.18	95.2
Leases		260,097.32	242,400.00	(17,697.32)	(7.3)
Total operating expenses		6,241,261.18	10,617,398.00	4,376,136.82	41.2
Depreciation and Amortization (3)		2,581,229.59	-	(2,581,229.59)	N/A
Depreciation and Amortization	l	2,001,220.00		(2,001,220.00)	14/71
Operating income (loss)		14,189,491.56	6,113,796.00	8,075,695.56	132.1
operanig means (reas)	<u> </u>	,			
Nonoperating revenues (expenses):					
Reimbursement from Other Agencies		340,186.73	625,000.00	(284,813.27)	(45.6)
Interest Income		2,460,128.71	735,744.00	1,724,384.71	234.4
Interest Expense		(2,160,224.84)	(2,199,474.00)	39,249.16	1.8
Other		-	-	,	N/A
Total nonoperating revenues (expenses)		640,090.60	(838,730.00)	1,478,820.60	176.3
	•		, ,	·	
Transfers In		-	-	-	N/A
Transfers Out (4)		(1,919,845.97)	(30,431,600.00)	28,511,754.03	93.7
Net income (loss)	\$	12,909,736.19	\$ (25,156,534.00)	\$ 38,066,270.19	(151.3)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

Capital Asset Activity

During the six months ending December 31, 2020, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza.



²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

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

 $^{^{\}rm 5}$ Collection efforts have been paused due to pandemic

⁶ Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for December 2020 was 913,325. This represents a daily average of 29,462 vehicles. This is a 27.2 percent decrease in total traffic volume from the same period last year, which totaled 1,254,586. Potential toll revenue for December was \$3,144,150, which represents a decrease of 40.4 percent from the prior year's total of \$5,277,144. Carpool percentage for December was 20.1 percent as compared to the previous year's rate of 24.7 percent. The decreases are attributed to the COVID-19 pandemic and the Governor's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of December 2020.

Current Month-to-Date as of December 31, 2020

	DEC-20	Stantec			Dec-19	Yr-to-Yr
	MTD	MTD	#	%	MTD	%
Trips	Actual	Projected	Variance	Variance	Actual	Variance
Full Toll Lanes	729,424	930,186	(200,762)	(21.6%)	945,151	(22.8%)
3+ Lanes	183,901	328,671	(144,770)	(44.0%)	309,435	(40.6%)
Total Gross Trips	913,325	1,258,857	(345,532)	(27.4%)	1,254,586	(27.2%)
Revenue						
Full Toll Lanes	\$3,109,143	\$3,992,971	(\$883,829)	(22.1%)	\$5,238,975	(40.7%)
3+ Lanes	\$35,008	\$0	\$35,008		\$38,169	(8.3%)
Total Gross Revenue	\$3,144,150	\$3,992,971	(\$848,821)	(21.3%)	\$5,277,144	(40.4%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.26	\$4.29	(\$0.03)	(0.7%)	\$5.54	(23.1%)
Average 3+ Lanes	\$0.19	\$0.00	\$0.19		\$0.12	58.3%
Average Gross Revenue	\$3.44	\$3.17	\$0.27	8.5%	\$4.21	(18.3%)



The 2021 fiscal year-to-date traffic volume decreased by 25.4 percent and potential toll revenue decreased by 39.8 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.40.

Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through December 2020.

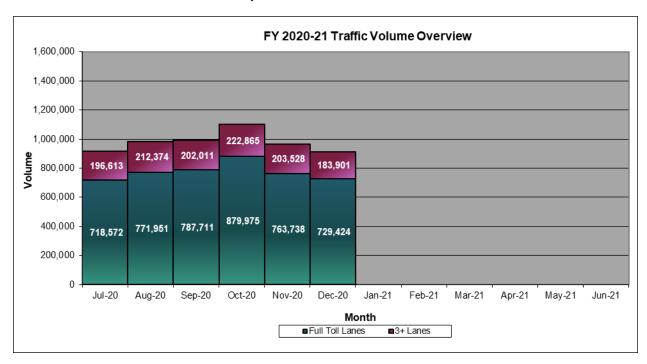
FY 2020-21 Year-to-Date as of December 31, 2020

	FY 2020-21	Stantec			FY 2019-20	Yr-to-Yr
	YTD	YTD	#	%	YTD	%
Trips	Actual	Projected	Variance	Variance	Actual	Variance
Full Toll Lanes	4,651,371	6,068,686	(1,417,315)	(23.4%)	5,969,012	(22.1%)
3+ Lanes	1,221,292	1,976,343	(755,051)	(38.2%)	1,908,419	(36.0%)
Total Gross Trips	5,872,663	8,045,029	(2,172,366)	(27.0%)	7,877,431	(25.4%)
Revenue						
Full Toll Lanes	\$19,760,008	\$25,791,800	(\$6,031,792)	(23.4%)	\$32,990,077	(40.1%)
3+ Lanes	\$214,063	\$0	\$214,063		\$216,298	(1.0%)
Total Gross Revenue	\$19,974,070	\$25,791,800	(\$5,817,730)	(22.6%)	\$33,206,375	(39.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.25	\$0.00	0.0%	\$5.53	(23.1%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.11	63.6%
Average Gross Revenue	\$3.40	\$3.21	\$0.19	5.9%	\$4.22	(19.4%)

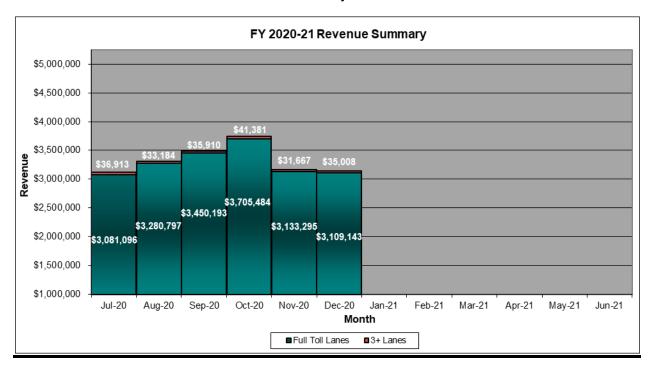


RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.





RCTC PEAK-HOUR VOLUMES

In December, there were no toll rates adjusted in response to traffic volumes. Traffic volumes are being reviewed regularly, and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

	Monda	у		11/30/	20	Tuesda	y		12/01/2	0	Wednes	day		12/02/2	0	Thursda	ıy		12/03/	20	Friday			12/04/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500						\$5.30	109	601	710	В	\$7.95	179	963	1,142	D	\$10.95	186	925	1,111	D	\$20.95	308	1,197	1,505	F
1500 - 1600						\$9.95	211	895	1,106	D	\$13.95	252	884	1,136	D	\$13.95	244	1,037	1,281	Е	\$22.95	277	887	1,164	D
1600 - 1700						\$6.95	131	971	1,102	D	\$6.95	185	994	1,179	D	\$7.95	140	767	907	С	\$12.95	180	981	1,161	D
1700 - 1800						\$5.30	177	932	1,109	D	\$5.30	217	902	1,119	D	\$5.30	219	949	1,168	D	\$7.95	201	850	1,051	D
1800 - 1900						\$4.20	165	718	883	С	\$5.30	168	715	883	С	\$5.30	197	884	1,081	D	\$5.30	198	762	960	С
1900 - 2000						\$2.25	88	359	447	В	\$2.25	118	306	424	В	\$2.25	138	473	611	В	\$2.25	179	550	729	В

	Monda	у		12/07/	20	Tuesda	ıy		12/08/20	0	Wednes	day		12/09/2	0	Thursda	ay		12/10/	20	Friday			12/11/	20
PM Time	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	158	829	987	С	\$5.30	153	868	1,021	D	\$7.95	191	944	1,135	D	\$10.95	189	893	1,082	D	\$20.95	261	1,118	1,379	F
1500 - 1600	\$8.95	202	969	1,171	D	\$9.95	214	941	1,155	D	\$13.95	210	952	1,162	D	\$13.95	236	1,081	1,317	F	\$22.95	249	879	1,128	D
1600 - 1700	\$6.95	144	949	1,093	D	\$6.95	146	958	1,104	D	\$6.95	164	951	1,115	D	\$7.95	169	941	1,110	D	\$12.95	149	890	1,039	D
1700 - 1800	\$5.30	150	857	1,007	D	\$5.30	163	816	979	С	\$5.30	198	833	1,031	D	\$5.30	202	955	1,157	D	\$7.95	230	969	1,199	D
1800 - 1900	\$4.20	109	552	661	В	\$4.20	151	629	780	В	\$5.30	174	638	812	С	\$5.30	191	655	846	С	\$5.30	194	747	941	С
1900 - 2000	\$2.25	101	431	532	В	\$2.25	71	239	310	Α	\$2.25	115	280	395	Α	\$2.25	112	310	422	В	\$2.25	139	394	533	В

	Monda	у		12/14/2	20	Tuesda	ıy		12/15/20)	Wednes	day		12/16/2	0	Thursda	ıy		12/17/	20	Friday			12/18/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	161	869	1,030	D	\$5.30	154	845	999	С	\$7.95	175	1,024	1,199	D	\$10.95	205	992	1,197	D	\$20.95	267	1,148	1,415	F
1500 - 1600	\$8.95	177	922	1,099	D	\$9.95	203	928	1,131	D	\$13.95	195	905	1,100	D	\$13.95	211	1,115	1,326	F	\$22.95	274	818	1,092	D
1600 - 1700	\$6.95	159	938	1,097	D	\$6.95	159	883	1,042	D	\$6.95	170	978	1,148	D	\$7.95	155	912	1,067	D	\$12.95	160	971	1,131	D
1700 - 1800	\$5.30	142	809	951	С	\$5.30	182	805	987	С	\$5.30	166	1,007	1,173	D	\$5.30	199	951	1,150	D	\$7.95	138	675	813	С
1800 - 1900	\$4.20	120	523	643	В	\$4.20	160	633	793	В	\$5.30	110	712	822	С	\$5.30	167	793	960	С	\$5.30	297	1,116	1,413	F
1900 - 2000	\$2.25	81	223	304	Α	\$2.25	99	287	386	Α	\$2.25	104	275	379	Α	\$2.25	124	357	481	В	\$2.25	213	804	1,017	D

	Monda	у		12/21/	20	Tuesda	у		12/22/2)	Wednes	day		12/23/2	.0	Thursda	ау		12/24/	20	Friday			12/25/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	214	976	1,190	D	\$5.30	214	1,067	1,281	Е	\$7.95	231	1,174	1,405	F	\$20.95	289	794	1,083	D	\$4.20	250	505	755	В
1500 - 1600	\$8.95	222	1,022	1,244	Е	\$9.95	211	903	1,114	D	\$13.95	290	1,064	1,354	F	\$22.95	313	617	930	С	\$4.20	181	278	459	В
1600 - 1700	\$6.95	183	997	1,180	D	\$6.95	178	1,009	1,187	D	\$6.95	197	1,030	1,227	Ε	\$12.95	197	585	782	В	\$2.25	141	231	372	Α
1700 - 1800	\$5.30	228	921	1,149	D	\$5.30	163	941	1,104	D	\$5.30	225	921	1,146	D	\$7.95	237	468	705	В	\$2.25	149	210	359	Α
1800 - 1900	\$4.20	178	676	854	С	\$4.20	180	790	970	С	\$5.30	190	775	965	С	\$5.30	149	279	428	В	\$2.25	161	218	379	Α
1900 - 2000	\$2.25	123	364	487	В	\$2.25	119	408	527	В	\$2.25	143	432	575	В	\$2.25	144	214	358	Α	\$4.20	139	165	304	Α

		Monda	у		12/28/	20	Tuesda	ıy		12/29/20	0	Wednes	day		12/30/2	.0	Thursda	ay		12/31/	20	Friday			01/01/	21
P	M Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
140	0 - 1500	\$5.30	153	674	827	С	\$5.30	222	863	1,085	D	\$7.95	261	1,151	1,412	F	\$20.95	279	922	1,201	Е					
150	0 - 1600	\$8.95	145	671	816	С	\$9.95	247	877	1,124	D	\$13.95	289	989	1,278	Ε	\$22.95	252	689	941	С					
160	0 - 1700	\$6.95	114	700	814	С	\$6.95	137	751	888	С	\$6.95	211	928	1,139	D	\$12.95	145	584	729	В					
170	0 - 1800	\$5.30	122	622	744	В	\$5.30	105	404	509	В	\$5.30	209	911	1,120	D	\$7.95	164	520	684	В					
180	0 - 1900	\$4.20	104	319	423	В	\$4.20	120	333	453	В	\$5.30	190	685	875	С	\$5.30	156	316	472	В					
190	0 - 2000	\$2.25	74	143	217	Α	\$2.25	115	246	361	Α	\$2.25	148	347	495	В	\$2.25	96	168	264	Α					



Eastbound PM Peak - County Line to I-15 South

	Monda	у		11/30/	/20	Tuesda	у		12/01/2	0	Wednes	day		12/02/2	0	Thursda	ау		12/03/	20	Friday			12/04/2	20
PM Time	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500						\$5.30	51	502	553	В	\$5.30	91	710	801	С	\$5.30	85	717	802	С	\$5.30	130	892	1,022	D
1500 - 1600						\$5.30	96	693	789	В	\$5.30	126	784	910	С	\$5.30	124	797	921	С	\$5.30	134	738	872	С
1600 - 1700						\$5.30	88	755	843	С	\$5.30	86	736	822	С	\$5.30	78	578	656	В	\$2.95	96	714	810	С
1700 - 1800						\$2.95	105	756	861	С	\$2.95	108	729	837	С	\$5.30	121	648	769	В	\$2.95	104	578	682	В
1800 - 1900						\$2.95	91	538	629	В	\$2.95	104	557	661	В	\$2.95	110	658	768	В	\$2.95	132	541	673	В
1900 - 2000						\$1.95	67	281	348	Α	\$2.95	56	261	317	Α	\$2.95	67	310	377	Α	\$2.95	106	349	455	В

	Monda	у		12/07/	20	Tuesda	ıy		12/08/2	.0	Wednes	day		12/09/2	20	Thursda	ау		12/10/	20	Friday			12/11/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	82	649	731	В	\$5.30	78	650	728	В	\$5.30	87	717	804	С	\$5.30	76	665	741	В	\$5.30	113	822	935	С
1500 - 1600	\$5.30	104	758	862	С	\$5.30	114	752	866	С	\$5.30	105	743	848	С	\$5.30	130	894	1,024	D	\$5.30	130	722	852	С
1600 - 1700	\$2.95	83	723	806	С	\$5.30	70	679	749	В	\$5.30	88	748	836	С	\$5.30	82	670	752	В	\$2.95	78	646	724	В
1700 - 1800	\$2.95	81	613	694	В	\$2.95	87	658	745	В	\$2.95	95	644	739	В	\$5.30	125	607	732	В	\$2.95	112	647	759	В
1800 - 1900	\$2.95	81	394	475	В	\$2.95	87	471	558	В	\$2.95	106	480	586	В	\$2.95	106	487	593	В	\$2.95	125	467	592	В
1900 - 2000	\$1.95	58	293	351	Α	\$1.95	50	209	259	Α	\$2.95	49	220	269	Α	\$2.95	58	211	269	Α	\$2.95	84	236	320	Α

	Monda	у		12/14/	20	Tuesda	у		12/15/2	:0	Wednes	day		12/16/2	0	Thursda	ay		12/17/	20	Friday			12/18/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	92	647	739	В	\$5.30	82	581	663	В	\$5.30	93	788	881	С	\$5.30	95	753	848	С	\$5.30	154	856	1,010	D
1500 - 1600	\$5.30	83	708	791	В	\$5.30	116	784	900	С	\$5.30	111	744	855	С	\$5.30	102	885	987	С	\$5.30	157	724	881	С
1600 - 1700	\$2.95	82	686	768	В	\$5.30	90	753	843	С	\$5.30	70	709	779	В	\$5.30	76	718	794	В	\$2.95	80	725	805	С
1700 - 1800	\$2.95	84	609	693	В	\$2.95	95	662	757	В	\$2.95	87	734	821	С	\$5.30	106	696	802	С	\$2.95	63	411	474	В
1800 - 1900	\$2.95	85	401	486	В	\$2.95	91	517	608	В	\$2.95	90	571	661	В	\$2.95	129	587	716	В	\$2.95	175	694	869	С
1900 - 2000	\$1.95	47	206	253	Α	\$1.95	64	254	318	Α	\$2.95	63	263	326	Α	\$2.95	103	281	384	Α	\$2.95	139	443	582	В

	Mon	day		12/21/	20	Tues	day		12/22/2	.0	Wedne	esday		12/23/2	:0	Thurs	sday		12/24/	20	Frid	ay		12/25/	20
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	98	658	756	В	\$5.30	124	764	888	С	\$5.30	123	794	917	С	\$5.30	185	590	775	В	\$2.95	185	346	531	В
1500 - 1600	\$5.30	100	791	891	С	\$5.30	119	756	875	С	\$5.30	151	786	937	С	\$5.30	193	478	671	В	\$2.95	137	180	317	Α
1600 - 1700	\$2.95	83	713	796	В	\$5.30	84	725	809	С	\$5.30	105	681	786	В	\$2.95	158	443	601	В	\$2.95	125	135	260	Α
1700 - 1800	\$2.95	103	685	788	В	\$2.95	95	648	743	В	\$2.95	116	562	678	В	\$2.95	147	391	538	В	\$2.95	116	175	291	Α
1800 - 1900	\$2.95	120	459	579	В	\$2.95	109	554	663	В	\$2.95	99	552	651	В	\$2.95	128	248	376	Α	\$2.95	137	136	273	Α
1900 - 2000	\$1.95	78	258	336	Α	\$1.95	68	290	358	Α	\$2.95	84	324	408	В	\$2.95	105	178	283	Α	\$2.95	140	147	287	Α

	Monda	y		12/28/	20	Tuesda	ıy		12/29/2	:0	Wednes	day		12/30/2	20	Thursda	ay		12/31/	20	Friday			01/01/	/21
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	83	430	513	В	\$5.30	103	592	695	В	\$5.30	92	644	736	В	\$5.30	160	569	729	В					
1500 - 1600	\$5.30	82	517	599	В	\$5.30	150	613	763	В	\$5.30	156	750	906	С	\$5.30	139	498	637	В					
1600 - 1700	\$2.95	73	484	557	В	\$5.30	91	726	817	С	\$5.30	110	625	735	В	\$2.95	91	415	506	В					
1700 - 1800	\$2.95	72	434	506	В	\$2.95	81	401	482	В	\$2.95	117	504	621	В	\$2.95	102	344	446	В					
1800 - 1900	\$2.95	62	267	329	Α	\$2.95	86	297	383	Α	\$2.95	122	438	560	В	\$2.95	105	215	320	Α					
1900 - 2000	\$1.95	47	125	172	Α	\$1.95	72	197	269	Α	\$2.95	78	239	317	Α	\$2.95	57	135	192	Α					



RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

Trootsou.	Monda	у		11/30	/20	Tuesday	,		12/01/2	20	Wednes	day		12/02/2	20	Thursda	ıy		12/03/	20	Friday			12/04/2	20
AM Time	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS	Price	HOV	sov	Vol.	LOS
0400 - 0500						\$5.30	185	629	814	С	\$5.30	182	665	847	С	\$5.30	179	697	876	С	\$2.25	146	402	548	В
0500 - 0600						\$9.95	310	1292	1,602	F	\$9.95	279	1068	1,347	Ε	\$9.95	294	988	1,282	Ε	\$6.95	224	871	1,095	D
0600 - 0700						\$10.95	157	416	573	В	\$10.95	185	647	832	С	\$10.95	176	797	973	С	\$6.95	185	1,023	1,208	Е
0700 - 0800						\$6.95	171	1098	1,269	Ε	\$6.95	160	1023	1,183	D	\$6.95	177	1,241	1,418	F	\$5.30	162	875	1,037	D
0800 - 0900						\$5.30	105	761	866	С	\$5.30	78	693	771	В	\$5.30	89	875	964	С	\$2.25	74	643	717	В
0900 - 1000						\$5.30	86	472	558	В	\$5.30	75	484	559	В	\$5.30	92	677	769	В	\$2.25	81	463	544	В

	Monda	y		12/07/2	20	Tuesday	,		12/08/2	20	Wednes	day		12/09/2	20	Thursda	ay		12/10/2	20	Friday			12/11/2	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	167	611	778	В	\$5.30	151	590	741	В	\$5.30	164	684	848	С	\$5.30	164	626	790	В	\$2.25	122	346	468	В
0500 - 0600	\$9.95	250	847	1,097	D	\$9.95	292	1,280	1,572	F	\$9.95	245	1,066	1,311	Ε	\$9.95	277	981	1,258	Е	\$6.95	239	858	1,097	D
0600 - 0700	\$9.95	155	902	1,057	D	\$10.95	144	436	580	В	\$10.95	216	717	933	С	\$10.95	173	611	784	В	\$6.95	186	951	1,137	D
0700 - 0800	\$6.95	163	1,145	1,308	Е	\$6.95	147	998	1,145	D	\$6.95	184	1,151	1,335	Е	\$6.95	135	961	1,096	D	\$5.30	127	876	1,003	D
0800 - 0900	\$5.30	80	693	773	В	\$5.30	74	644	718	В	\$5.30	100	835	935	С	\$5.30	76	677	753	В	\$2.25	79	580	659	В
0900 - 1000	\$5.30	69	422	491	В	\$5.30	73	459	532	В	\$5.30	67	487	554	В	\$5.30	84	520	604	В	\$2.25	52	394	446	В

	Monda	у		12/14/	20	Tuesday	,		12/15/2	20	Wednes	day		12/16/2	20	Thursda	ау		12/17/	20	Friday			12/18/2	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	157	577	734	В	\$5.30	130	649	779	В	\$5.30	156	633	789	В	\$5.30	152	636	788	В	\$2.25	124	341	465	В
0500 - 0600	\$9.95	289	869	1,158	D	\$9.95	306	1,349	1,655	F	\$9.95	258	1,071	1,329	Ε	\$9.95	288	968	1,256	Ε	\$6.95	210	839	1,049	D
0600 - 0700	\$9.95	145	953	1,098	D	\$10.95	133	481	614	В	\$10.95	166	579	745	В	\$10.95	168	674	842	С	\$6.95	134	933	1,067	D
0700 - 0800	\$6.95	151	1,002	1,153	D	\$6.95	130	1,014	1,144	D	\$6.95	137	930	1,067	D	\$6.95	128	1,010	1,138	D	\$5.30	117	760	877	С
0800 - 0900	\$5.30	85	611	696	В	\$5.30	73	660	733	В	\$5.30	71	551	622	В	\$5.30	85	808	893	С	\$2.25	80	600	680	В
0900 - 1000	\$5.30	82	657	739	В	\$5.30	64	449	513	В	\$5.30	64	471	535	В	\$5.30	78	471	549	В	\$2.25	71	464	535	В

	Monda	у		12/21/2	20	Tuesday	,		12/22/2	20	Wednes	day		12/23/2	20	Thursda	ay		12/24/	20	Friday			12/25/2	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	145	525	670	В	\$5.30	126	529	655	В	\$5.30	115	514	629	В	\$2.25	49	166	215	Α	\$1.55	2	3	5	Α
0500 - 0600	\$9.95	242	781	1,023	D	\$9.95	264	1,102	1,366	F	\$9.95	228	866	1,094	D	\$6.95	97	184	281	Α	\$1.55	5	10	15	Α
0600 - 0700	\$9.95	113	798	911	С	\$10.95	101	360	461	В	\$10.95	143	451	594	В	\$6.95	51	239	290	Α	\$1.55	4	16	20	Α
0700 - 0800	\$6.95	120	843	963	С	\$6.95	110	757	867	С	\$6.95	98	645	743	В	\$5.30	52	229	281	Α	\$1.55	11	34	45	Α
0800 - 0900	\$5.30	73	615	688	В	\$5.30	65	589	654	В	\$5.30	76	531	607	В	\$2.25	51	234	285	Α	\$1.55	25	52	77	Α
0900 - 1000	\$5.30	118	478	596	В	\$5.30	96	452	548	В	\$5.30	93	483	576	В	\$2.25	82	241	323	Α	\$1.55	60	105	165	Α

	Monda	y		12/28/2	20	Tuesday	1		12/29/2	20	Wednes	day		12/30/2	20	Thursda	ay		12/31/	20	Friday			01/01/	21
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	83	357	440	В	\$5.30	90	402	492	В	\$5.30	88	412	500	В	\$2.25	62	242	304	Α					
0500 - 0600	\$9.95	136	419	555	В	\$9.95	188	810	998	С	\$9.95	176	663	839	С	\$6.95	96	282	378	Α					
0600 - 0700	\$9.95	87	409	496	В	\$10.95	89	218	307	Α	\$10.95	105	396	501	В	\$6.95	65	359	424	В					
0700 - 0800	\$6.95	79	614	693	В	\$6.95	92	600	692	В	\$6.95	79	560	639	В	\$5.30	61	331	392	Α					
0800 - 0900	\$5.30	62	482	544	В	\$5.30	66	458	524	В	\$5.30	73	446	519	В	\$2.25	44	300	344	Α					
0900 - 1000	\$5.30	76	393	469	В	\$5.30	84	350	434	В	\$5.30	96	375	471	В	\$2.25	61	275	336	Α					



Westbound AM Peak - I-15 North to County Line

Westboul						, ,																			
				11/30/	20	Tuesday	/		12/01/2	20	Wednes	day		12/02/	20	Thursda	ау		12/03/	20	Friday			12/04/	20
AM Time	Price	HOV	sov	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500						\$2.95	92	371	463	В	\$2.95	125	363	488	В	\$2.95	100	390	490	В	\$2.95	77	360	437	В
0500 - 0600						\$6.85	133	743	876	С	\$6.85	147	767	914	С	\$6.85	137	757	894	С	\$5.30	126	695	821	С
0600 - 0700						\$6.85	119	916	1,035	D	\$6.85	99	896	995	С	\$6.85	123	922	1,045	D	\$5.30	89	830	919	С
0700 - 0800						\$6.85	103	792	895	С	\$6.85	75	796	871	С	\$6.85	88	828	916	С	\$2.95	85	658	743	В
0800 - 0900						\$2.95	54	662	716	В	\$2.95	54	673	727	В	\$2.95	54	737	791	В	\$2.95	59	532	591	В
0900 - 1000						\$2.95	46	491	537	В	\$2.95	51	528	579	В	\$2.95	52	559	611	В	\$2.95	46	435	481	В

	Monda	у		12/07/2	20	Tuesday	,		12/08/2	20	Wednes	day		12/09/2	20	Thursda	ay		12/10/	20	Friday			12/11/	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	98	397	495	В	\$2.95	72	377	449	В	\$2.95	93	383	476	В	\$2.95	82	377	459	В	\$2.95	62	335	397	Α
0500 - 0600	\$6.85	132	800	932	С	\$6.85	155	791	946	С	\$6.85	128	766	894	С	\$6.85	135	775	910	С	\$5.30	121	638	759	В
0600 - 0700	\$6.85	95	915	1,010	D	\$6.85	109	847	956	С	\$6.85	113	893	1,006	D	\$6.85	102	826	928	С	\$5.30	88	783	871	С
0700 - 0800	\$6.85	85	770	855	С	\$6.85	82	789	871	С	\$6.85	94	778	872	С	\$6.85	86	669	755	В	\$2.95	88	660	748	В
0800 - 0900	\$2.95	51	641	692	В	\$2.95	46	640	686	В	\$2.95	59	717	776	В	\$2.95	36	627	663	В	\$2.95	45	522	567	В
0900 - 1000	\$2.95	50	460	510	В	\$2.95	34	447	481	В	\$2.95	42	465	507	В	\$2.95	46	478	524	В	\$2.95	38	430	468	В

	Monda	у		12/14/	20	Tuesday	/		12/15/2	20	Wednes	day		12/16/2	20	Thursda	ay		12/17/	20	Friday			12/18/	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	101	368	469	В	\$2.95	76	368	444	В	\$2.95	99	346	445	В	\$2.95	73	362	435	В	\$2.95	54	315	369	Α
0500 - 0600	\$6.85	144	732	876	С	\$6.85	129	760	889	С	\$6.85	125	661	786	В	\$6.85	134	783	917	С	\$5.30	110	657	767	В
0600 - 0700	\$6.85	108	957	1,065	D	\$6.85	96	888	984	С	\$6.85	110	948	1,058	D	\$6.85	106	832	938	С	\$5.30	84	688	772	В
0700 - 0800	\$6.85	96	759	855	С	\$6.85	78	764	842	С	\$6.85	81	771	852	С	\$6.85	88	763	851	С	\$2.95	52	639	691	В
0800 - 0900	\$2.95	36	660	696	В	\$2.95	38	657	695	В	\$2.95	36	600	636	В	\$2.95	34	683	717	В	\$2.95	55	676	731	В
0900 - 1000	\$2.95	40	408	448	В	\$2.95	42	455	497	В	\$2.95	38	480	518	В	\$2.95	62	505	567	В	\$2.95	55	461	516	В

	Monda	y		12/21/	20	Tuesday	/		12/22/2	20	Wednes	day		12/23/	20	Thursda	ıy		12/24/	20	Friday			12/25/	20
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	76	359	435	В	\$2.95	78	327	405	В	\$2.95	59	306	365	Α	\$2.95	35	92	127	Α	\$1.95	8	11	19	Α
0500 - 0600	\$6.85	121	718	839	С	\$6.85	100	709	809	С	\$6.85	109	648	757	В	\$5.30	54	214	268	Α	\$1.95	9	16	25	Α
0600 - 0700	\$6.85	92	758	850	С	\$6.85	81	804	885	С	\$6.85	84	594	678	В	\$5.30	36	212	248	Α	\$1.95	12	22	34	Α
0700 - 0800	\$6.85	71	652	723	В	\$6.85	56	582	638	В	\$6.85	67	535	602	В	\$2.95	34	208	242	Α	\$1.95	11	33	44	Α
0800 - 0900	\$2.95	45	539	584	В	\$2.95	46	572	618	В	\$2.95	46	503	549	В	\$2.95	40	236	276	Α	\$1.95	31	62	93	Α
0900 - 1000	\$2.95	58	449	507	В	\$2.95	67	480	547	В	\$2.95	61	447	508	В	\$2.95	76	234	310	Α	\$1.95	56	121	177	Α

	Monda	у		12/28/	20	Tuesday	/		12/29/	20	Wednes	day		12/30/	20	Thursda	ıy		12/31/	20	Friday			01/01/	21
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	66	279	345	Α	\$2.95	49	252	301	Α	\$2.95	51	223	274	Α	\$2.95	28	158	186	Α					
0500 - 0600	\$6.85	77	443	520	В	\$6.85	99	528	627	В	\$6.85	84	516	600	В	\$5.30	48	311	359	Α					
0600 - 0700	\$6.85	74	493	567	В	\$6.85	71	525	596	В	\$6.85	65	520	585	В	\$5.30	47	321	368	Α					
0700 - 0800	\$6.85	47	512	559	В	\$6.85	57	488	545	В	\$6.85	46	460	506	В	\$2.95	27	294	321	Α					
0800 - 0900	\$2.95	28	426	454	В	\$2.95	57	478	535	В	\$2.95	52	459	511	В	\$2.95	29	269	298	Α					
0900 - 1000	\$2.95	52	365	417	В	\$2.95	50	358	408	В	\$2.95	59	334	393	Α	\$2.95	52	252	304	Α					



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 97 calls during the month of December. Of those calls, 63 were to assist disabled vehicles, 11 calls to remove debris, and 23 were in response to accidents in the Express Lanes.



FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

	YTD as of :			12/31/2020	YTD Variance			
Description		Actual ¹		Budget		Dollar \$	Percent (%)	
Operating revenues:								
Toll Revenue		204,036.29	\$	12,877,200.00	\$	5,326,836.29	41.4	
Fee Revenue		673,982.46		1,225,250.00		1,448,732.46	118.2	
Total operating revenues	20	878,018.75		14,102,450.00		6,775,568.75	48.0	
			1					
Operating expenses:		211 266 20		227 750 00		26 492 74	7.0	
Salaries and Benefits		311,266.29		337,750.00		26,483.71	7.8	
Legal Services		40,390.33		175,000.00		134,609.67	76.9	
Advisory Services		22,808.93		37,500.00		14,691.07	39.2	
Audit and Accounting Fees		31,550.00		18,000.00		(13,550.00)	(75.3)	
Service Fees		1,541.32		10,000.00		8,458.68	84.6	
Other Professional Services		316,257.44		1,310,500.00		994,242.56	75.9	
Lease Expense		150,942.78		245,100.00		94,157.22	38.4	
Operations		719,915.06		1,493,500.00		773,584.94	51.8	
Utilities		16,314.93		40,800.00		24,485.07	60.0	
Supplies and Materials		1,396.69		15,000.00		13,603.31	90.7	
Membership and Subscription Fees		28,281.50		15,000.00		(13,281.50)	(88.5)	
Office Equipment & Furniture (Non-Capital)		4,642.23		7,500.00		2,857.77	38.1	
Maintenance/Repairs		61,201.55		182,550.00		121,348.45	66.5	
Training Seminars and Conferences		(720.00)		1,150.00		1,870.00	162.6	
Transportation Expenses		-		2,000.00		2,000.00	100.0	
Lodging		-		1,750.00		1,750.00	100.0	
Meals		-		250.00		250.00	100.0	
Other Staff Expenses		-		250.00		250.00	100.0	
Advertising		4,611.25		137,500.00		132,888.75	96.6	
Program Management		38,070.27		83,050.00		44,979.73	54.2	
Program Operations	3.	631,779.71		4,317,850.00		686,070.29	15.9	
Litigation Settlement	-	-		-		-	N/A	
Furniture & Equipment		_		152,500.00		152,500.00	100.0	
Improvements		_		-		-	N/A	
Bad Debt Expense		7.04		_		(7.04)	N/A	
Total operating expenses	5	380,257.32		8,584,500.00		3,204,242.68	37.3	
	-	,	<u> </u>	2,22 1,222122		-,,	51.10	
Operating income (loss)	15	497,761.43		5,517,950.00		9,979,811.43	180.9	
Nonoperating revenues (expenses):								
Interest Revenue		423,236.29		345,950.00		77,286.29	(22.3)	
Other Miscellaneous Revenue		52,424.98		50.00		52,374.98	(104,750.0)	
Interest Expense	(13	002,133.39)		(3,559,950.00)		(9,442,183.39)	265.2	
Total nonoperating revenues (expenses)	(12	526,472.12)		(3,213,950.00)		(9,312,522.12)	(289.8)	
			1		1			
Transfers In				-		-	N/A	
Transfers Out		(236,100.00)	<u> </u>	(512,650.00)		276,550.00	(53.9)	
Not in a //>	¢ ^	725 400 24		4 704 250 00	•	042 020 24	F0.7	
Net income (loss)	\$ 2	735,189.31	\$	1,791,350.00	\$	943,839.31	52.7	

¹ Unaudited



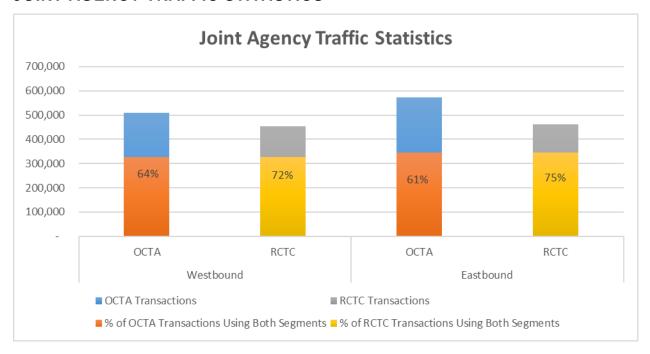
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING December 31, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	510,405	325,820	64%	\$1,411,396
RCTC	452,710	325,820	72%	\$1,439,752
I -15	194,314	141,468	73%	\$566,953
McKinley	258,396	184,352	71%	\$872,799
Eastbound				
OCTA	572,342	346,297	61%	\$2,126,499
RCTC	460,615	346,297	75%	\$1,704,398
I -15	180,465	143,059	79%	\$489,428
McKinley	280,150	203,238	73%	\$1,214,970

JOINT AGENCY TRAFFIC STATISTICS





JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Dec-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:52
Abandon Rate	Monthly	No more than 4.0%	2.6%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	1.1
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
CAS Response Time	Monthly	0:20 (minutes) per call	0:08
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

JOINT AGENCY TRANSPONDER DISTRIBUTION

TO A TRANSPORTED DISTRIBUTION	Dece	mber-20	Nove	mber-20	FY 2020-21	
T21 TRANSPONDER DISTRIBUTION	Tags	% of Total	Tags	% of Total	Average	To-Date
Issued						
To New Accounts	495	95.6%	577	97.3%	508	96.3%
Additional Tags to Existing Accounts	15	2.9%	10	1.7%	12	2.3%
Replacement Transponders	8	1.5%	6	1.0%	8	1.4%
Total Issued	518		593		528	
Returned						
Account Closures	44	2.6%	80	1.9%	7	0.4%
Accounts Downsizing	33	2.0%			0	0.0%
Defective Transponders	1,589	95.4%	4,155	98.1%	1,667	99.6%
Total Returned	1,666		4,235		1,674	

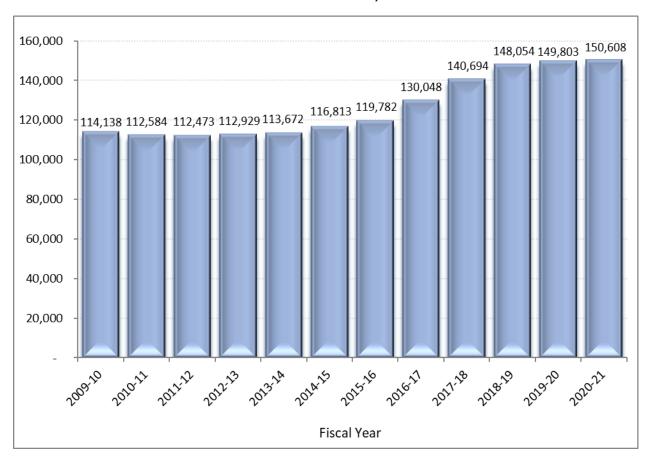
	Dece	mber-20	Nove	mber-20	FY 2020-21	
6C TRANSPONDER DISTRIBUTION	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	18,918	99.8%	20,533	99.9%	8,518	99.8%
Additional Tags to Existing Accounts	31	0.2%	14	0.1%	12	0.1%
Replacement Transponders	0	0.0%	0	0.0%	2	0.0%
Total Issued	18,949	***	20,547		8,533	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						



^{*} Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

At the end of December 2020, the 91 Express Lanes had 150,608 active customer accounts and 407,031 transponders classified as assigned.

Number of Accounts by FY As of December 31, 2020



Incoming Email Activity

During December, the Anaheim Processing Center received 2,971 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the Governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services, and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.







February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: Agreement for On-Call Planning Studies Public Outreach

Consultant Services

Legislative and Communications Committee Meeting of February 18, 2021

Present: Directors Bartlett, Hernandez, Murphy, Sidhu, and Wagner

Absent: Directors Delgleize and Hennessey

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Committee Recommendations

- A. Approve the selection of Arellano Associates, LLC as the firm to provide public outreach consulting services for upcoming planning studies.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2622 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$275,000 for a two-year initial term with one, one-year option term, to provide public outreach consulting services for upcoming planning studies.



February 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for On-Call Planning Studies Public Outreach

Consultant Services

Overview

On October 21, 2020, the Orange County Transportation Authority released a request for proposals for public outreach consulting services for upcoming planning studies. 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 Arellano Associates, LLC as the firm to provide public outreach consulting services for upcoming planning studies.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2622 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$275,000 for a two-year initial term with one, one-year option term, to provide public outreach consulting services for upcoming planning studies.

Discussion

The Orange County Transportation Authority (OCTA) works with federal, state, regional, and local officials, community groups, diverse communities, businesses, and other transportation agencies to provide the public with transportation improvements and solutions. OCTA's mission is to coordinate efforts among these various parties to identify, design, fund, and implement transportation improvements and solutions, and to improve air quality.

OCTA's Public Outreach Department (Department) is responsible for generating public awareness for multiple transportation studies, projects, and services.

Public outreach activities include, but are not limited to, development of handouts, fact sheets, infographics, e-newsletters, social media and web content, and execution of online surveys and mailings. The Department also plans and implements stakeholder in-person and virtual meetings, elected officials roundtables, pop-up events, public hearings and open houses, special events, and various other activities to ensure feedback is received from a broad spectrum of constituents. In an effort to reach diverse communities and encourage meaningful involvement of all people regardless of race, color, national origin, or income, engagement materials and surveys will be provided in multiple languages. In addition, staff partners with various community groups including OCTA's Diverse Community Leaders Group and Special Needs Advisory Committee in the development and implementation of planning studies.

OCTA is seeking an on-call consultant to plan and execute various public engagement activities for upcoming transportation planning studies, as needed, over the next two years. Following are two upcoming studies in which public outreach support will be required in 2021.

Long-Range Transportation Plan (LRTP)

The LRTP is developed and updated every four years to define a vision for Orange County's transportation system and analyze how well that vision addresses future mobility needs. This vision must consider a 20+ year forecast of available revenues, changing demographics, and other significant trends.

Orange County Mobility Hub Study

The Countywide Mobility Hub Strategy includes a vision for an integrated suite of mobility and accessibility services, supporting amenities, and technologies that together bridge the distance between high-frequency transit and an individual's origin or destination. This will make connecting to transit easier while also providing travelers with more sustainable transportation choices.

Future planning studies will be supported by this on-call agreement as needed.

Procurement Approach

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

On October 21, 2020, Request for Proposals (RFP) 0-2622 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on October 21 and 26, 2020. A pre-proposal conference was held on October 26, 2020, with six attendees representing five firms. Four addenda were issued to make available the pre-proposal conference registration sheet and presentation, provide responses to written questions, as well as to handle administrative issues related to the RFP.

On November 11, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Public Outreach, Planning and Analysis, as well as Marketing and Customer Engagement departments met to review all the proposals received.

The proposals were evaluated based on the following evaluation criteria and weightings:

•	Qualifications of the Firm	25 percent
•	Staffing and Project Organization	30 percent
•	Work Plan	25 percent
•	Cost and Price	20 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 25 percent as the firm had to demonstrate experience developing and implementing public outreach programs for similar planning studies. Staffing and project organization was weighted at 30 percent as the project team had to demonstrate extensive expertise with engaging and communicating with various stakeholders, as well as an understanding of Orange County transportation issues. Work plan was weighted at 25 percent as the firm had to demonstrate an understanding of the scope of work requirements and describe its public outreach approach for the upcoming planning studies. Cost and price was weighted at 20 percent to ensure 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, and 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 November 18, 2020, 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

Arellano Associates, LLC (Arellano) Chino Hills, California

McCormick-Busse, Inc. doing business as MBI Media (MBI) Covina, California

On December 2, 2020, the evaluation committee conducted interviews with the short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements. 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 Orange County stakeholders and communities, experience dealing with constituents' concerns, outreach approach during the coronavirus (COVID-19) pandemic, and outreach tactics to address racial and socio-economic disparities, as well as specific clarification questions related to each firm's proposal.

At the conclusion of the interviews, the firms were requested to submit a best and final offer (BAFO) to provide more competitive pricing. Both firms made adjustments to their proposed hourly rates.

After considering responses to questions asked during the interviews and the information provided in the BAFOs, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, Arellano 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 and BAFOs, the evaluation committee recommends Arellano for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Arellano was established in 1994 and has a single office in the City of Chino Hills with 46 employees. The firm demonstrated relevant experience providing public outreach services for several transportation planning studies, such as the environmental phase of the Interstate 605 Corridor Improvement Project, Integrated Mobility Hubs Project with the Los Angeles County Metropolitan Transportation Authority (Metro), and the Anaheim Regional Intermodal Transportation Center Project with the City of Anaheim. Arellano has also provided public outreach services as the lead consultant on multiple OCTA projects, including the 2018 LRTP, Transit Master Plan, Beach Boulevard Transit Corridor Study, Freeway Bus Rapid Transit Concept Study, and the Interstate 5 Improvement Project. In addition, the firm is a subconsultant to the project management consultant for the OC Streetcar.

MBI was founded in 1989 and is headquartered in the City of Covina with three additional offices. The firm has 25 employees. MBI demonstrated relevant experience providing public outreach services for various transportation projects. The firm provided public outreach services on Metro's LRTP and the Anaheim Resort Area Mobility Plan for the City of Anaheim Public Works. MBI is currently working with OCTA as the lead public outreach consultant for the South Orange County Multimodal Transportation Plan Study and serves as a subcontractor on the Interstate 405 Improvement Project and the State Route 55 Improvement Project. The firm also developed a video for OCTA's 2018 LRTP to inform stakeholders of the goals and intent of the project.

Staffing and Project Organization

Arellano proposed a project team with extensive experience and includes the same individuals currently providing public outreach services for OCTA's transportation planning studies. The proposed project manager has over 20 years of experience in community relations, program management, and strategic planning. The proposed community liaison has 12 years of experience supporting transportation and planning projects. Arellano described the project team's experience in key outreach areas, such as engaging stakeholders on complex transportation projects, developing tailored outreach programs, implementing diverse outreach plans, and an understanding of Orange County transportation issues. The project team is proposed with ample availability for this effort. During the interview, the project team discussed their roles and approach, as well as provided detailed responses to the evaluation committee's questions, which demonstrated the project team's expertise and proactive outreach strategies.

MBI proposed a project team with relevant experience. The proposed project manager has 23 years of experience in strategic planning, transit, tolling, and highway projects. MBI proposed four community liaisons with experience providing public outreach for transportation planning projects. The project team demonstrated an understanding of Orange County transportation projects, as well as experience in engaging stakeholders, communicating technical information, and developing diverse outreach programs for various transportation projects. The project team is proposed with sufficient availability for this effort. The project team discussed their roles and approach during the interview. The project team members demonstrated their knowledge and experience through their responses to the evaluation committee's questions.

Work Plan

Arellano presented a comprehensive work plan that addressed all the elements of the scope of work. The firm discussed its project management approach and processes for managing quality assurance/quality control (QA/QC), project schedule, and budget. The firm detailed its approach and strategies to developing the study-specific public outreach plans. The firm detailed its traditional and innovative outreach methods to inform and solicit input from stakeholders, such as public workshops, social media programs, geofencing, canvassing, and online comment forums. The firm's approach includes ensuring that public outreach activities and collateral materials comply with Title VI and Environmental Justice initiatives. Arellano indicated that the public outreach plans will include protocols to address the ongoing COVID-19 pandemic with a full virtual outreach program and/or a hybrid program involving in-person engagement. Since the start of the pandemic, the firm has implemented a range of virtual outreach methods to engage the community with webinars, virtual workshops, and online surveys. Arellano also described its process for public input documentation and preparing a summary report, as well as preparing final reports for all outreach efforts conducted for each planning study. As an enhancement, Arellano discussed its in-house innovations team, which researches and utilizes new technologies and innovative solutions that can be used to maximize stakeholder engagement and add value to projects.

While MBI addressed the elements of the scope of work in its work plan, the firm provided a general approach overall. The firm discussed its approach related to project management, QA/QC process, as well as budget and schedule controls. MBI discussed its approach to developing the public outreach plans for each study and outlined the activities involved. The firm described how it would provide general public outreach support, such as stakeholder outreach meetings and public workshops; develop collateral, including graphic design, copywriting, and translation; and manage events both virtually and in-person. MBI addressed

the COVID-19 pandemic and planned to utilize digital-based and virtual media for outreach to ensure engagement with stakeholders.

Cost and Price

Both firms submitted a BAFO and made adjustments to their proposed hourly rates. Pricing scores were based on a formula which assigned the higher score to the firm with the lower weighted average hourly rate, and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although MBI proposed a lower weighted average hourly rate, Arellano's proposed hourly rates are comparable to the hourly rates for other OCTA public outreach contracts. Furthermore, Arellano's experience and detailed work plan demonstrates the firm's ability to provide a comprehensive range of services that adds value to OCTA. Therefore, Arellano'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 and BAFOs, the evaluation committee recommends the selection of Arellano as the top-ranked firm to provide public outreach consulting services for upcoming planning studies. Arellano delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, External Affairs Division, Accounts 1861-7519-A0001-0LM and 1861-7519-A4461-18 and is funded through local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2622 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$275,000, for a two-year initial term with one, one-year option term to provide public outreach consulting services for upcoming Orange County Transportation Authority planning studies.

Attachments

- A. Review of Proposals, RFP 0-2622 On-Call Planning Studies Public Outreach Consultant Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2622 On-Call Planning Studies Public Outreach Consultant Services
- C. Contract History for the Past Two Years, RFP 0-2622 On-Call Planning Studies Public Outreach Consultant Services

Prepared by:

Approved by:

Marissa Espino Community Relations Specialist,

Principal External Affairs 714-560-5607 Maggie McJilton

Interim Executive Director,

External Affairs 714-560-5824

Pia Veesapen

Director, Contracts Administration and

Materials Management

714-560-5619

ATTACHMENT A

Review of Proposals

RFP 0-2622 On-Call Planning Studies Public Outrech Consultant Services

Presented to Legislative and Communications Committee - February 18, 2021

6 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	90	Arellano Associates, LLC	None	Higher-ranked firm overall.	\$119
		Chino Hills, California		Currently providing on-call planning studies public outreach consulting services.	
				Experience providing public outreach services for similar planning studies.	
				Proposed the same project team members on the current contract. Proposed project team has experience working with the Orange County Transportation Authority on various transportation planning studies.	
				Demonstrated an understanding of the project requirements.	
				Detailed approach and discussion of each element of the scope of work.	
				Described public outreach activities and strategies.	
				Presented approach and answered questions during the interview.	
				Received positive responses from references.	
				Proposed competitive hourly rates.	
2	84	McCormick-Busse, Inc. dba	None	Relevant public outreach experience.	\$93
		MBI Media		Currently providing public outreach for the South Orange County Multimodal Transportation Plan Study.	
		Covina, California		Proposed an experienced project team.	
				Demonstrated an understanding of the scope of work.	
				Discussed approach and outlined public outreach plans.	
				Addressed each element of the scope of work.	
				Presented approach and answered questions during the interview.	
				Received positive responses from references.	
				Proposed lower hourly rates.	

Evaluation Panel:	Proposal Criteria	Weight Factors
Internal:		
Contracts Administration and Materials Management (1)	Qualifications of the Firm	25%
Public Outreach (3)	Staffing and Project Organization	30%
Planning and Analysis (1)	Work Plan	25%
Marketing and Customer Engagement (2)	Cost and Price	20%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms) RFP 0-2622 On-Call Planning Studies Public Outreach Consultant Services

Arellano Associates, LLC							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	5.0	5.0	5.0	4.5	5.0	5	24.2
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	6	27.0
Work Plan	4.5	4.5	5.0	4.5	4.5	4.5	5	22.9
Cost and Price	3.9	3.9	3.9	3.9	3.9	3.9	4	15.6
Overall Score	87.6	90.1	92.6	90.1	87.6	90.1		90

McCormick-Busse, Inc. dba	Weights	Overall Score						
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.0	4.5	5	21.7
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Work Plan	3.5	4.0	4.0	3.5	4.0	3.5	5	18.8
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	81.5	86.5	86.5	84.0	84.0	84.0		84

Range of score for non-short-listed firms 23 to 48.

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2622 On-Call Planning Studies Public Outreach Consultant Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Arellano Associates, LLC						
Contract Type: Time-and-Expense	C-8-1591	Public Outreach Support Services for Transportation Planning Studies	June 27, 2018	June 30, 2021	N/A	\$ 195,500
Subconsultants: None						
Contract Type: Time-and-Expense	C-9-1510	Marketing Outreach Support Services	October 16, 2019	June 30, 2021	N/A	\$ 120,00
Subconsultants: None			·			
		Interstate 5 between Interstate 405 and State Route 55				
Contract Type: Time-and-Expense Subconsultants: None	C-3-1975	Environmental Community Outreach	June 25, 2014	June 25, 2019	N/A	\$ 297,176
Contract Type: Time-and-Expense	C-6-1027	Public Outreach Support Services for Transportation Planning Studies	May 23, 2016	June 30, 2019	N/A	\$ 120,000
Subconsultants: AIM Professional Services						
Kirk Kushin Productions						
Shutterstock Sir Speedy						
ARC Printing						
Next Day Flyers						
LAZAR Translation Interpreting PALS for Health					_	
The OC Register						
Excelsion						
Miniondas						
Voice of OC						
Eblast MetroQuest						
Typeform					+	
Poll Everywhere						
Wire2Air						
					Sub Total	\$ 732,678
McCormick-Busse, Inc. dba MBI Media	П	Public Outreach for South Orange County Multimodal		T	1	
Contract Type: Time-and-Expense	C-9-1052	Transportation Plan Study	August 12, 2019	June 30, 2021	N/A	\$ 199,694
Subconsultants: None						
					Sub Total	\$ 199,694





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: Approval of Local Transportation Fund Fiscal Year 2021-22

Apportionment Estimates

Finance and Administration Committee Meeting of February 10, 2021

Present: Directors 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.

Committee Recommendation

Approve the Local Transportation Fund fiscal year 2021-22 apportionment estimates and authorize the Chief Executive Officer to advise all prospective claimants of the amounts of all area apportionments from the Orange County Local Transportation Fund for the following fiscal year.



February 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval of Local Transportation Fund Fiscal Year 2021-22

Apportionment Estimates

Overview

The Orange County Transportation Authority, as the transportation planning agency and county transportation commission for Orange County, is responsible for developing estimates used in apportioning revenues earned and deposited in the Orange County Local Transportation Fund. Transportation Development Act regulations require that the apportionments for fiscal year 2021-22 be determined and prospective claimants be advised of the amounts by March 1st.

Recommendation

Approve the Local Transportation Fund fiscal year 2021-22 apportionment estimates and authorize the Chief Executive Officer to advise all prospective claimants of the amounts of all area apportionments from the Orange County Local Transportation Fund for the following fiscal year.

Background

The Transportation Development Act of 1971 established a funding source dedicated to transit and non-transit-related projects. The funding source consists of two parts: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STAF). The LTF is derived from a 1/4 cent general sales tax collected statewide. LTF revenues are collected by the California Department of Tax and Fee Administration and returned monthly to the local jurisdictions based on the volume of sales during each month. The STAF is generated from the sales tax on diesel fuel and funded through the Public Transportation Account. STAF revenues are continuously appropriated to local agencies by formula on a quarterly basis.

Discussion

The estimate of LTF revenues for fiscal year (FY) 2021-22 has been estimated by the Orange County Auditor Controller at \$167,069,042.

The FY 2021-22 apportionment is summarized in the following table:

LTF Revenues	
Estimated FY 2021-22 Sales and Use Tax Receipts	\$167,069,042.00
Article 3 payments:	
Orange County Auditor-Controller – Administration	5,599.75
Orange County Transportation Authority –	153,277.00
County Transportation Commission Administration	
Orange County Transportation Authority –	3,759,053.44
County Transportation Commission Planning	
Southern California Association of Governments –	1,253,017.82
Regional Planning	
Sub-total - Article 3 funding	\$5,170,948.01

Articles 4 and 4.5 payments:	
Orange County Transit District -	\$8,094,904.70
Consolidated Transportation Service Agency Funding -	
Article 4.5	
Orange County Transit District –	152,727,401.09
Public Transit Funding – Article 4	
Laguna Beach Municipal Transit Lines –	1,075,788.20
Public Transit Funding – Article 4	
Sub-total - Articles 4 and 4.5 funding	\$161,898,093.99
Total funds apportioned	\$167,069,042.00

Summary

Staff recommends approval of the LTF FY 2021-22 apportionment estimates. Staff also recommends authorizing the Chief Executive Officer to advise all prospective claimants of the amounts of all area apportionments from the Orange County LTF for FY 2021-22.

Attachment

None.

Prepared by:

Sam Kaur

Department Manager, Revenue Administration

(714) 560-5889

Approved by:

Andrew Oftelie

Chief Financial Officer, Finance and Administration

(714) 560-5649





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

(b)

Subject: State Legislative Status Report

Legislative and Communications Committee Meeting of February 18, 2021

Present: Directors Bartlett, Hernandez, Murphy, Sidhu, and Wagner

Absent: Directors Delgleize and Hennessey

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Committee Recommendation

Support the intent of the Governor's proposed budget trailer bill language to extend and expand regulatory relief measures related to the Transportation Development Act while continuing the work to improve the effectiveness of the proposal.



February 18, 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. Information is provided on proposed budget trailer bill language related to statutory relief measures for transit agencies. An update is provided on the State's ongoing discussions related to the vaccine distribution plan and advocacy efforts to designate transportation workers as a priority group in the vaccine distribution plan. As discussions related to post-pandemic recovery continue, an overview of a letter to the President from the Governor regarding economic stimulus priorities is provided. An update is also given regarding legislative leadership changes.

Recommendation

Support the intent of the Governor's proposed budget trailer bill language to extend and expand regulatory relief measures related to the Transportation Development Act while continuing the work to improve the effectiveness of the proposal.

Discussion

An Overview of State Budget Trailer Bills

Following the release of Governor Newsom's proposed budget, corresponding budget trailer bill language was released containing several important provisions. These proposed provisions, which will result in a legislative bill to be introduced by the Legislature in the coming months, intend to build on the relief measures the Orange County Transportation Authority (OCTA) was successful in advocating for last year alongside its transit agency partners and the California Transit Association (CTA). Specifically, the proposed budget trailer bill language related to the Transportation Development Act (TDA) includes the following relief provisions:

- Prevents any financial penalty to be imposed on a transit operator that is unable to meet its farebox recovery requirement until January 1, 2023.
- Institutes a hold harmless provision for calculation and allocation of the State Transit Assistance (STA) Program, State of Good Repair (SOGR) Program, and Low Carbon Transit Operations Program (LCTOP). Such formula programs are based on 50 percent of the revenues for each transit agency. Until fiscal year (FY) 2022-23, the formulas will use the revenue amounts each transit agency reported prior to the coronavirus (COVID-19) pandemic.
- Exempts a transit operator from meeting STA efficiency standards, with each agency able to utilize funding for either operating or capital purposes through FY 2022-23.
- Directs the California Department of Transportation (Caltrans) to work with transportation planning agencies, county transportation commissions, and transit development boards to review current performance requirements in order to identify opportunities for streamlining and identification of more effective measures by November 30, 2021.
- Suspends TDA farebox recovery and STA efficiency criteria requirements, until July 1, 2026, for transit agencies who demonstrate that they maintained their existing commitments of local funds for transit operations. If an agency were to utilize this exemption, they would be subject to audit requirements, reporting requirements, and Caltrans would publish a report on transit agency revenue vehicle hour, ridership, and passenger mile impacts.
- Revises the definition of operating cost in calculating farebox recovery and STA efficiency criteria requirements to exclude costs related to paratransit, demand-response and mircrotransit services, payment and ticketing systems, and planning for improvements in transit operations.

Staff recommends supporting the intent of the above proposals to provide additional relief to transit agencies across the state as they continue to navigate the evolving impacts of the COVID-19 pandemic. Following approval, OCTA will continue to partner with stakeholders and CTA to inform discussions seeking to improve the effectiveness of the proposals. Although the relief outlined in this budget trailer bill is appreciated, it will be necessary to extend and refine it further to maximize the benefit to transit agencies. As part of this discussion, staff intends to continue working with its partners to lengthen the extension of the hold harmless provisions and relief from penalties related to farebox recovery requirements and efficiency criteria, and work to clarify how any maintenance of effort (MOE) requirement corresponding to such will be implemented. In addition, the support of CTA's pursuit for flexibility in the use of LCTOP and SOGR funds to supplement operations costs associated with existing service will be needed.

Separately, an additional budget trailer bill proposes an adjustment to the current MOE requirements under the SB 1 (Chapter 5, Statutes of 2017) Local Streets and Roads Program. This relief was advocated for by the California State Association of Counties and the League of California Cities. Many cities and counties in the state were projecting to not meet the expenditure requirements needed to receive its allocation from the Road Maintenance and Rehabilitation Program. Specifically, this budget trailer bill would forgive cities and counties from the MOE requirement in FY 2019-20 and adjust the annual average expenditure requirements for the next two fiscal years to any decrease in taxable sales within a city or county.

Update on Vaccine Distribution Prioritization Advocacy Efforts

OCTA, in coordination with transportation agency partners and stakeholders, continues to advocate for public transit workers to be prioritized in the distribution of the vaccines currently approved by the United States Food and Drug Administration. On January 25, 2021, the Governor announced the State's intention to shift to an age-based system for vaccine prioritization, instead of the original plan which featured a blended prioritization of age groups and essential In the previous vaccine distribution plan, transportation industry sectors. workers were included in Phase 1B, Tier 2. It was anticipated they would begin administering the vaccine to those in Phase 1B by late January and early February. However, under this new framework, the next eligible group would be those 65 years of age and older and only workers in essential sectors including: education, childcare, emergency responders, and food and agriculture. Following the completion of vaccinating persons in these groups, the State will then move into an age-based priority system. This transition would eliminate transportation workers from the distribution plan along with a variety of other essential workers.

In response, CTA sent a letter on January 25, 2021, to the Governor raising concerns about this transition and advocating to ensure that public transit workers continue to be prioritized in the State's vaccine distribution plan. A copy of the letter is included as Attachment A. Several news publications reported on the letter, including the Los Angeles Times and Politico, discussing how many essential workers, including those in public transit, were removed from the prioritization. To bolster the support of reinstating transportation workers in the vaccine priority framework, OCTA partnered with transportation agencies in Los Angeles County to send a similar letter to the Governor. This letter is included as Attachment B. Specifically, this letter discusses how public transit workers interact with the public in a way that puts them at a higher risk of occupation-related exposure. Public transit workers continue to provide a lifeline to essential workers, seniors, people with disabilities, and other disadvantaged riders who need this service now more than ever. Transportation workers across the state have also answered the call to provide services that support vaccine distribution and vaccinator transportation.

On February 3, 2021, the California Department of Public Health's (CDPH) Community Vaccine Advisory Committee (CVAC) met to take public comment and continue discussions in order to inform the vaccine prioritization recommendations proposed by the CDPH's Drafting Guidelines Workgroup following the Governor's announcement. At the CVAC meeting, the State's intent to transition to an age-based approach following the completion of Phase 1B, Tier 1 was reaffirmed. The next priority group, currently not identified as a phase or tier, will include those between the ages of 16 and 64 with underlying conditions. Members of the CVAC largely agreed with the next prioritization group but urged for more simplicity and clarity. Research presented at the CVAC meeting demonstrated that the highest risk for mortality continues to be those over the age of 65, regardless of underlying conditions. As of writing this staff report, the Drafting Guidelines Workgroup is anticipated to finalize their recommendations on February 5, 2021 and will present those recommendations to the Governor for approval.

Federal Stimulus Discussions

On January 19, 2021, the Governor sent a letter addressed to the President indicating the support for the American Rescue Plan. This letter is included as Attachment C. The American Rescue Plan is a \$1.9 trillion emergency stimulus package, which includes, among other things, \$20 billion for transit operators. Additionally, the package would provide funding for a national vaccination program, scaling up efforts to contain COVID-19, and supports to reopen in-person schooling. The Governor applauded these priorities and noted how the plan aligns with California's goals. The Governor goes on to discuss additional areas where the State wishes to partner with the Administration. Specifically, the Governor stated that infrastructure remains a top priority for California, calling for a robust federal infrastructure plan that includes restoring the federal commitment to California's High-Speed Rail project. Other priorities listed in the letter's appendix include addressing homelessness, climate action, early education, wildfire resilience, immigration, and health care reform.

Update on California State Legislature Leadership

Following a unanimous vote on January 20, 2021, the California State Senate Republicans announced Senator Scott Wilk (R-Santa Clarita) will become the next California State Senate Minority Leader, replacing Senator Shannon Grove (R-Bakersfield). Upon the announcement, it was reported this change is expected to formally take place in a few weeks. Leader-Elect Wilk has publicly indicated his top priority as leader is to find solutions to aid in the recovery from the COVID-19 pandemic, particularly related to economic and educational challenges.

Summary

An overview is provided on budget trailer bills pertaining to relief measures related to COVID-19. Support is requested for Governor Newsom's proposal to extend and expand regulatory relief measures related to the Transportation Development Act while continuing to navigate the evolving impacts of the COVID-19 pandemic. An update is given on vaccine distribution prioritization, infrastructure stimulus discussions, and State Legislature leadership changes.

Attachments

- A. Letter from Michael Pimentel, Executive Director, California Transit Association, to the Honorable Gavin Newsom, Governor, State of California, dated January 25, 2021, re: Continue to Prioritize Transit Frontline Workers in Vaccine Distribution Plan
- B. Letter from Los Angeles and Orange County Transportation Agencies to the Honorable Gavin Newsom, Governor, State of California, dated February 2, 2021, re: Continued COVID-19 Vaccine Prioritization for Frontline Transit Workers
- C. Letter from the Honorable Gavin Newsom, Governor, State of California, to the Honorable Joseph R. Biden, President, United States of America, dated January 19, 2021
- D. Orange County Transportation Authority Legislative Matrix

Prepared by:

Alexis Leicht

Associate Government Relations Representative,

Government Relations

(714) 560-5475

Approved by:

Lance M. Larson
Executive Director,
Government Relations

(714) 560-5908



Connecting us.

January 25, 2021

The Honorable Gavin Newsom Governor, State of California State Capitol, Suite 1173 Sacramento, CA 95814

RE: Continue to Prioritize Transit Frontline Workers in Vaccine Distribution Plan

Governor Gavin Newsom:

On behalf of the California Transit Association, I write to you today to register our concerns with the state's new plan for transitioning from a sector-based to age-based distribution of the COVID-19 vaccine. The plan, announced earlier today, would transition to an age-based distribution of the vaccine following the prioritized vaccination of individuals age 65 and over, and workers in health care, emergency services, food and agriculture, and education. In doing so, the plan would effectively eliminate the prioritization of workers in transportation and logistics under Phase 1B – Tier 2, which includes our industry's transit frontline workers, and which we actively supported. These workers and the services they provide were deemed essential at the start of the pandemic and will play a vital role in facilitating equitable access to the vaccine moving forward.

Since the start of the pandemic, California's public transit agencies have transported essential workers to their jobs in health care, education, food service and hospitality. Survey data has found that these essential workers cannot work from home and are overwhelmingly people of color and/or low-income, tracking closely with the findings of the ridership surveys our members have conducted during the pandemic, which also show that many of today's riders lack access to a personal automobile. Additionally, public transit agencies have continued to provide critical services, like paratransit service, to elderly and disabled people throughout California, often serving as a lifeline to grocery stores, doctor's appointments, pharmacies, and recreation.

Public transit agencies have also continued to fill important gaps in state and local emergency and social services. For example, as of the drafting of this letter, transit agencies are:

- Actively coordinating with their county offices of emergency services to prepare for, and facilitate, evacuations from wildfire sites and the resulting debris flow;
- Developing plans with local school districts for eventually transporting students, facilitating the reopening of schools;

¹ "Exposure on the Job – Who Are the Essential Workers Who Likely Cannot Work from Home?" Brookings Institute. https://www.brookings.edu/research/exposure-on-the-job/

- Transporting individuals to COVID-19 testing sites as well as individuals who test positive to medical facilities for treatment; and,
- Delivering food to seniors, through partnerships with Meals on Wheels.

These roles combined demonstrate clearly that our frontline workers, who cannot work from home, are interacting daily with the very people the state has elevated for prioritization in its new plan. Moreover, these roles highlight the reality that, in communities across the state, transit agencies are providing services that undeniably align with the services provided by the few sectors that would still benefit from the limited sector-based distribution under the new plan. Unfortunately, with no opportunity to comment on, or to inform the development of, the new plan, transit frontline workers, will not receive the same access to COVID-19 vaccines as those providing these similar services.

In closing, the state has long broadcast its intent to facilitate an equitable distribution of the COVID-19 vaccine. The Association support this policy goal fully, but would argue that to be equitable, the plan must identify more than just the populations that would receive prioritization and actively consider how Californians will reach their vaccination sites. For many low-income people, disabled individuals, seniors, communities of color, and essential workers, accessing the vaccine will require a trip on a bus, rail car or paratransit vehicle. It would be unfortunate for the state to not ensure that those trips are as safe as possible for the rider and the transit frontline worker by ensuring transit frontline workers are vaccinated. I, therefore, respectfully urge you to reconsider the age-based distribution plan in one of the two following ways: preserve the current sector-based distribution that makes a commitment to transit frontline workers under Phase 1B – Tier 2; or elevate transit frontline workers to equal consideration in the limited sector-based distribution in the new plan alongside individuals age 65 and over and workers in health care, emergency services, food and agriculture, and education.

I appreciate that, during these times, you must wrestle with difficult decisions, but I hope you will strongly consider our request. If you have any questions about this letter, please contact me directly at michael@caltransit.org or at 916-446-4656 x1034.

Sincerely,

Michael Pimentel Executive Director

ZIRRE

cc: Nadine Burke, MD, MPH, Surgeon General, State of California
Erica S. Pan, MD, MPH, Acting State Public Health Officer, Department of Public Health
David Kim, Secretary, California State Transportation Agency
Members, Vaccine Drafting Guidelines Workgroup, California Department of Public Health
Members, Community Advisory Vaccine Committee, California Department of Public Health

ATTACHMENT B

















































February 2, 2021

Honorable Gavin Newsom California State Governor State Capitol, Suite 1173 Sacramento, CA 95814

Re: Continued COVID-19 Vaccine Prioritization for Frontline Transit Workers

Dear Governor Newsom:

The Los Angeles and Orange County coalition of transit operators would like to register our region's concerns with the State's shift to an age-based vaccine distribution plan. This plan eliminates prioritization for transportation and logistics workers who were previously assigned to Phase 1B, Tier 2, and we respectfully urge you to consider restoring priority for these workers alongside other frontline employees in Phase 1B. LA and Orange County stands with the California Transit Association and other agencies around the state in making this request on behalf of our employees.

Combined, our transit systems serve 10 million people in Los Angeles County and 3 million people in Orange County, and we have continued to transport hundreds of thousands of people daily throughout the pandemic. Our fixed-route and paratransit services are a lifeline to essential workers, seniors, people with disabilities, and other riders who are primarily low-income and people of color. Much like the healthcare, food and agriculture, emergency services, and education workers prioritized in Phase 1B Tier 1, these transportation workers interact with the public in a manner that places them at high risk of occupational exposure.

As we look to the next phase of this crisis, we must consider not only how to protect our employees and current riders, but also those who will be returning to our system soon. Our system transports students to and from both K-12 and postsecondary schools, and we are eager to welcome these students and other riders back on board as job sectors begin to reopen. COVID-19 has caused operator shortages that prohibit agencies from currently increasing much-needed service. Including transit workers on the same Phase 1B priority list as education workers ensures that both the operators and riders are better protected from the moment they leave home every day.

LA and Orange County Transportation Agencies – Letter to Governor Newsom COVID Vaccine for frontline transit employees February 2, 2021

Our agencies stand ready to coordinate with the LA County Department of Public Health and Orange County Health Care Agency to distribute vaccines as soon as they become available. In addition, our transit systems will be critical to assist in providing access to vaccinations for populations that have mobility challenges. We recognize that decisions around vaccine distribution are difficult and that they are made with the understanding that supply is currently limited. However, we respectfully urge you and your administration to reconsider prioritizing frontline transit employees by either preserving the previous sector-based tiers, or by elevating transportation workers to the current priority list that includes individuals over 65, as well as other frontline workers in healthcare, agriculture, emergency services, and education.

Sincerely,

Macy Neshati, Executive Director/CEO, Antelope Valley Transit Authority

Joyce Rooney, Transit Manager, Beach Cities Transit

Dominic Lazzaretto, City Manager, City of Arcadia

Miki Carpenter, Director, Community Resources, City of Azusa Chau L. Vu, Director of Public Works, City of Bell Gardens

Claude McFerguson, Director of Transportation, City of Commerce

Rolando Cruz, Chief Transportation Officer, City of Culver City (Culver CityBus)

Sarah Zadok, Transportation Operations Manager, City of El Monte Martha D'Andrea, Transit Manager, City of Glendale (Beeline)

Adam Raymond, City Manager, City of Glendora

Seleta Reynolds, General Manager, Los Angeles Department of Transportation

Jan Buike, Recreation Manager, City of Manhattan Beach LA and Orange County Transportation Agencies – Letter to Governor Newsom COVID Vaccine for frontline transit employees February 2, 2021

Steve Mermell, City Manager, City of Pasadena

Edward F. King,

Blue Bus)

Brian Saeki, City Manager, City of Whittier

Director of Transit Services,

City of Santa Monica (Big

Chief Executive Officer, Foothill Transit

Doran J. Barnes.

Ernie Crespo, Director of Transportation, Gardena Transit (GTrans)

Kenneth A. McDonald, President and CEO, Long Beach Transit

Phillip A. Washington, Chief Executive Officer, Los Angeles County Metropolitan Transportation

Authority

Jim Parker, Executive Director of Regional Transportation, Norwalk Transit System

Darrell Johnson, Chief Executive Officer, Orange County Transportation Authority

George Sparks, Administrator, Pomona Valley Transportation Authority

Kim Turner, Director, Torrance Transit System

~

Members, Los Angeles County and Orange County State Senate and Assembly Delegation
Secretary David Kim, Cal-STA
Fesia Davenport, CEO, Los Angeles County
Frank Kim, CEO, County of Orange
Los Angeles County Department of Public Health
Orange County Health Care Agency



OFFICE OF THE GOVERNOR

January 19, 2021

Dear President Biden,

Congratulations on your historic victory and for setting America on a path to build back better. I offer you my full partnership and support as you take office and inherit the tremendous responsibility to restore our nation's economy and place of leadership on the global stage—all while working to bring the COVID-19 pandemic to an end. As America's largest economy and a model for what's possible, California is eager to support your bold agenda by sharing our experiences implementing progressive policy on everything from workers' rights to climate change.

Your American Rescue Plan is a welcome roadmap for how the federal government can take the lead in these perilous times by investing in helping individuals, families, and communities. Your vision charts an ambitious but necessary course for the country. So much of what Californians need is included in your proposal; we support it in its entirety.

Beyond the American Rescue Plan, we also stand ready to assist your administration by highlighting many of the policy innovations we advanced in the Golden State to help you scale them nationally.

In the past few years, the White House abdicated its responsibility on key issues like climate change, wildfires, and infrastructure. And the lack of leadership from Washington on COVID-19 has been well chronicled and truly deadly. But every time we lacked for a partner, California stepped up anyway.

We accelerated our clean car efforts and made record investments in wildfire mitigation. On housing and homelessness we launched programs like Project Roomkey and Homekey to provide housing to individuals experiencing homelessness during the pandemic, and removed barriers to building affordable housing. And we are strengthening our state by investing in California's High Speed Rail project and other infrastructure investments on water, housing, and



climate resilience. And we are providing billions in direct stimulus to low-income residents and struggling small businesses negatively impacted by COVID-19.

Having a true partner in the White House – and an Administration aligned with so many of our values – is a game-changer for Californians.

Attached to this letter are two short policy documents.

The first highlights points of alignment between your American Rescue Plan and California's needs as we respond to the COVID-19 pandemic, specifically on vaccine distribution, reopening schools, and economic development.

The second document provides an outline for policy areas on which we seek early partnership with your Administration – aligned with our shared values and built on our record of success.

I look forward to partnering with the Biden-Harris Administration as we forge an equitable recovery that will benefit generations to come.

Sincerely,

Gavin Newsorn/ Governor of California

APPENDIX #1: CALIFORNIA SUPPORTS THE AMERICAN RESCUE PLAN

Among the most impactful proposals for California that are included in your American Rescue Plan are:

- Vaccines: First and most importantly, we welcome your Administration's support as we surge up to vaccinate all Californians. We urge you to release all available vaccines as soon as possible and are strongly supportive of your call for national coordination, a \$20 billion vaccination partnership between the federal government and states, localities, Tribes, and territories, and \$50 billion for more testing. These are the most important action items to the State of California. We are eager for any additional assistance you can provide.
- Safely Reopening Schools: One of California's top priorities is safely reopening our schools. Your Administration's proposal to make additional resources available in the form of general financial support, testing supplies, and PPE will directly enable our schools and teachers to reconvene in-person in a safe and equitable manner. We must also address learning loss California is investing billions in addressing the pandemic's impact on learning, and your shared focus is a welcome change.
- Small Business Supports: California has done its best with limited state general funds to support small businesses that have been negatively impacted by the COVID-19 pandemic. We have provided almost \$1.8 billion in direct grants, tax credits, and relief. We have also extended other cash assistance to preserve and expand California's businesses large and small, enabling people to get back to work. Your proposals for additional grants and loans will be a welcome addition as our businesses fight to get back on their feet as we reinvigorate our economy.
- Individual Assistance: Similar to our small business support efforts, California is doing its part to help struggling residents pay the bills. We are providing a Golden State stimulus of \$600 per person to qualified low-income Californians, regardless of immigration status. But more is needed. I support your call for providing an additional \$1,400 check, and I am eager to partner with other Governors and your Administration to support this request in Congress. California would also support your call for continuing enhanced unemployment benefits after March at a level of \$400 per week as well as an expansion of the Earned Income Tax Credit.

- Helping Families Get Back on their Feet: Beyond the key investments
 detailed above, the American Rescue Plan includes critically important
 proposals to provide additional food security, early education subsidies,
 childcare tax credits, paid leave resources, and expand rental assistance
 funds, to name a few. California fully supports these initiatives which
 provide needed assistance to individuals and families who are struggling
 the most acutely.
- Support to State & Local Governments: Despite a clear need, the Republican-controlled senate in the 116th Congress failed to provide flexible funds to local governments as they grapple with massive budget deficits, which affected even states like California, which entered the crisis with record reserves. We strongly support your \$350 billion proposal to provide critical emergency funding to state & local governments across the nation and keep our health care workers, first responders, and teachers on the job. In addition to the important cost-share proposals contained in the American Rescue Plan, California also requests an extension of the enhanced Medi-Cal Federal Medical Assistance Percentage through December 2022. Finally, California requests an extension of the Unemployment Insurance loan interest repayment start date through 2023.

APPENDIX #2: OTHER POLICY AREAS OF ALIGNMENT

As you announce the details of your Administration's priorities and issue a first round of executive orders, there are a number of additional critical items that offer opportunities for a federal-state partnership between your Administration and California, including:

- Ending Homelessness: California has charted a successful path on homelessness amidst the sharp challenges of the COVID-19 pandemic. Project Roomkey and Homekey became national models for providing non-congregate shelter and fast, cost-efficient permanent housing. We were thrilled to see that the American Rescue Plan included \$5 billion to help jurisdictions purchase and convert hotels and motels to create permanent housing for people experiencing homelessness. Beyond these critical investments, we are eager to partner with the Department of Housing & Urban Development to advocate for universal housing vouchers and greater support for Continuums of Care to scale up and make permanent these approaches. With significant, new, sustainable investment in prevention, shelter, and service-enriched housing, the states will be able to end homelessness as we know it in America.
- Infrastructure: We support the enactment of a robust federal infrastructure plan. For California, we are most focused on restoring the federal commitment to California's High Speed Rail project, partnering to develop 21st century water infrastructure, and prioritizing investments in schools, broadband, housing, and renewable energy.
- Climate Action and Clean Cars: California is on a path to accelerate the state's transition to a resilient, equitable, carbon neutral future that creates economic prosperity. It is critical that the Administration restore and strengthen many of the environmental and public health protections that have been dangerously weakened in the last four years. Of particular importance to California and many other states is California's authority to adopt motor vehicle standards under the Clean Air Act. Aggressive vehicle emissions standards are essential to public health and climate progress. We look forward to working with your Administration and other states to raise the national floor for climate action by prioritizing innovation, environmental justice, and public health.
- Wildfire & Forest Resilience: Amidst the ongoing COVID-19 crisis, we cannot lose sight of the climate change-driven impacts of more acute wildfires. We welcome partnership with your Administration to fully implement the Shared Stewardship Agreements and Good Neighbor

Authority programs we have in place with the U.S. Forest Service. This helps important forest management projects happen more quickly and cost-effectively.

- Health Care Reform: California is eager to pursue a transformative vision to overhaul our Medicaid system an approach we call CalAIM. Our reform effort is fundamentally about health equity with a particular focus on providing communities of color and harder-to-reach populations with improved access to comprehensive, quality care through re-imagined delivery systems and payment reforms. And we are all aware of the devastating disparate impacts COVID-19 has had on communities of color further underscoring the need for health reform in the context of racial equity. We are eager to discuss the necessary steps to advance our CalAIM model. In addition, California requests a partnership to develop new strategies with the federal government to leverage Medicare to provide additional long-term care services and supports.
- **Immigration**: California has led on pro-immigrant actions that demonstrate the success of working from a principle that our diversity is our strength. We applaud your commitment to advancing immigration reform. It is long past time for America to create a pathway to citizenship for undocumented people and ensure a fair and humane immigration system that honors immigration as the foundation of who we are as a nation. Your leadership will be key in re-instating the Deferred Action for Childhood Arrivals (DACA) program, protecting Temporary Protected Status (TPS) beneficiaries and re-establishing our nation's commitment to people seeking humanitarian protections and an equitable recovery that recognizes the dignity and contributions of our "essential workers". We request that your Administration reverse the Trump Administration's public charge rule and all race- and religion-based immigration bans as well as take action to address the medical neglect and abuse in immigration detention centers. We stand ready to collaborate and share lessons from our efforts to support and protect immigrant Californians at the border and across our golden state.
- Early Education: California applauds your plan to provide immediate pandemic-related support to families, children and early learning and care providers. We recently released a 10-year Master Plan for Early Learning and Care that aligns with your long-term early education vision including universal pre-k for 3- and 4-year-olds, increased access to quality child care for infants and toddlers, and improved supports for the workforce. We want to work with your Administration to ensure that all

children have access to quality early education that helps address racial and economic inequities with specific supports for dual language learners and children with special needs, and that discriminatory practices such as expulsions and suspensions end in early education.



Orange County Transportation Authority Legislative Matrix 2021 State Legislation Session February 18, 2021

► AB 5 AUTHOR: Fong [R]

TITLE: Greenhouse Gas Reduction Fund: High Speed Rail

INTRODUCED: 12/07/2020

LOCATION: Assembly Transportation Committee

SUMMARY:

Suspends the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and requires the transfer of those amounts from moneys collected by the State Air Resources Board to the General Fund. Specifies that the transferred amounts shall be available to support K-12 education and to offset any funding reduction for K-12 education.

STATUS:

01/11/2021 To ASSEMBLY Committees on TRANSPORTATION and

NATURAL RESOURCES.

CATEGORY: Rail and Transit

► AB 11 AUTHOR: Ward [D]

TITLE: Climate Change: Regional Coordinating Groups

INTRODUCED: 12/07/2020 LAST AMEND: 01/21/2021

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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.

STATUS:

01/21/2021 From ASSEMBLY Committee on NATURAL RESOURCES with

author's amendments.

01/21/2021 In ASSEMBLY. Read second time and amended. Re-referred to

Committee on NATURAL RESOURCES.

CATEGORY: Environment

► AB 29 AUTHOR: Cooper [D]

TITLE: State Bodies: Meetings

INTRODUCED: 12/07/2020

LOCATION: Assembly Governmental Organization Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on GOVERNMENTAL

ORGANIZATION.

CATEGORY: Miscellaneous

► AB 43 AUTHOR: Friedman [D]

TITLE: Traffic Safety 12/07/2020

LOCATION: Assembly Transportation Committee

SUMMARY:

Requires the California Department of Transportation to convene a committee of external design experts to advise on revisions to the Highway Design Manual. Requires the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes, upon appropriation of state funds for this purpose.

STATUS:

01/11/2021 To ASSEMBLY Committee on TRANSPORTATION.

CATEGORY: Planning

► AB 50 AUTHOR: Boerner Horvath [D]

TITLE: Climate Adaptation Center and Regional Support Network

INTRODUCED: 12/07/2020

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.

CATEGORY: Environment

► AB 51 AUTHOR: Quirk [D]

TITLE: Regional Climate Adaptation Planning Groups

INTRODUCED: 12/07/2020

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.

CATEGORY: Planning

► AB 67 AUTHOR: Petrie-Norris [D]

TITLE: Sea Level Rise: Working Group: Economic Analysis

INTRODUCED: 12/07/2020

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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. **STATUS**:

01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.

CATEGORY: Environment

► AB 72 AUTHOR: Petrie-Norris [D]

TITLE: Environmental Protection: Coastal Adaptation Projects

INTRODUCED: 12/07/2020

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on NATURAL RESOURCES.

CATEGORY: Environment

► AB 95 AUTHOR: Low [D]

TITLE: Employees: Bereavement Leave

INTRODUCED: 12/07/2020

LOCATION: Assembly Labor and Employment Committee

SUMMARY:

Enacts the Bereavement Leave Act of 2021. Requires an employer with 25 or more employees to grant an employee 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.

STATUS:

01/11/2021 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.

CATEGORY: Employment Terms & Conditions

► AB 96 AUTHOR: O'Donnell [D]

TITLE: Clean Truck, Bus, and Off-Road Vehicle and Technology

INTRODUCED: 12/07/2020

LOCATION: Assembly Transportation Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committees on TRANSPORTATION and

NATURAL RESOURCES.

CATEGORY: Funding

► AB 108 AUTHOR: Cunningham [R]

TITLE: Governor's Emergency Orders and Regulations: Approval

INTRODUCED: 12/16/2020

LOCATION: Assembly Emergency Management Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on EMERGENCY MANAGEMENT.

CATEGORY: Emergency Service Response

►AB 111 AUTHOR: Boerner Horvath [D]

TITLE: San Diego Association of Governments: LOSSAN Rail

INTRODUCED: 12/17/2020

LOCATION: Assembly Transportation Committee

SUMMARY:

Appropriates \$5 million from the General Fund to the San Diego Association of Governments to conduct a study of higher speed and safety alternatives for the Los Angeles-San Diego-San Luis Obispo passenger rail corridor in the County of San Diego. Requires the San Diego Association of Governments to conduct the study, and requires the San Diego Association of Governments to submit a report to the Legislature and specified committees of the Legislature summarizing the results of the study.

STATUS:

01/11/2021 To ASSEMBLY Committee on TRANSPORTATION.

CATEGORY: Rail and Transit

► AB 117 AUTHOR: Boerner Horvath [D]

TITLE: Air Quality Improvement Program: Electric Bicycles

INTRODUCED: 12/18/2020

LOCATION: Assembly Transportation Committee

SUMMARY:

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 rebates for purchases of electric

bicycles. STATUS:

01/11/2021 To ASSEMBLY Committees on TRANSPORTATION and

NATURAL RESOURCES.

CATEGORY: Funding

► AB 123 AUTHOR: Gonzalez [D]

TITLE: Paid Family Leave: Weekly Benefit Amount

INTRODUCED: 12/18/2020

LOCATION: Assembly Insurance Committee

SUMMARY:

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.

STATUS:

01/11/2021 To ASSEMBLY Committee on INSURANCE.

CATEGORY: Employment Terms & Conditions

► AB 237 AUTHOR: Gray [D]

TITLE: Public Employment: Unfair Practices: Health Protection

INTRODUCED: 01/12/2021 LOCATION: Assembly

SUMMARY:

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.

STATUS:

01/28/2021 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND

RETIREMENT.

CATEGORY: Employment Terms & Conditions

► AB 261 AUTHOR: Seyarto [R]

TITLE: Authorized Emergency Vehicles

INTRODUCED: 01/15/2021

LOCATION: Assembly Transportation Committee

SUMMARY:

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.

STATUS:

01/28/2021 To ASSEMBLY Committee on TRANSPORTATION.

CATEGORY: Planning

► AB 273 AUTHOR: Irwin [D]

TITLE: Cannabis: Advertisements: Highways

INTRODUCED: 01/19/2021

LOCATION: Assembly Business and Professions Committee

SUMMARY:

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.

STATUS:

01/28/2021 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS.

CATEGORY: Miscellaneous

► AB 284 AUTHOR: Rivas, R. [D]

TITLE: Global Warming Solutions Act of 2006: Climate Goal

INTRODUCED: 01/21/2021

LOCATION: Assembly Natural Resources Committee

SUMMARY:

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. STATUS:

01/28/2021 To ASSEMBLY Committee on NATURAL RESOURCES.

CATEGORY: Environment

► AB 294 AUTHOR: Santiago [D]

TITLE: Vehicle Tow and Storage Act

INTRODUCED: 01/21/2021

LOCATION: Assembly Transportation Committee

SUMMARY:

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.

STATUS:

01/28/2021 To ASSEMBLY Committees on TRANSPORTATION and

BUSINESS AND PROFESSIONS.

CATEGORY: Miscellaneous

► AB 302 AUTHOR: Ward [D]

TITLE: San Diego Metropolitan Transit Development Board

INTRODUCED: 01/25/2021 LOCATION: Assembly

SUMMARY:

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 transportation services and to regulate vehicle safety and driver qualifications for passenger jitney service.

STATUS:

01/25/2021 INTRODUCED. CATEGORY: Rail and Transit

► AB 339 AUTHOR: Lee [D]

TITLE: State and Local Government: Open Meetings

INTRODUCED: 01/28/2021 LOCATION: Assembly

SUMMARY:

Requires all meetings of the Legislature, including gatherings 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.

STATUS:

01/28/2021 INTRODUCED.

CATEGORY: Audits, Records, Reports, and Litigation

► AB 343 AUTHOR: Fong [R]

TITLE: California Public Records Act Ombudsperson

INTRODUCED: 01/28/2021 LOCATION: Assembly SUMMARY:

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.

STATUS:

01/28/2021 INTRODUCED.

CATEGORY: Audits, Records, Reports, and Litigation

► AB 346 AUTHOR: Seyarto [R]

TITLE: Privacy: Breach
INTRODUCED: 01/28/2021
LOCATION: Assembly
SUMMARY:

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.

01/28/2021 INTRODUCED. CATEGORY: Miscellaneous

► AB 349 AUTHOR: Holden [D]

STATUS:

TITLE: Department of Transportation: Contracting

INTRODUCED: 01/28/2021 LOCATION: Assembly

SUMMARY:

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.

STATUS:

01/28/2021 INTRODUCED. CATEGORY: Miscellaneous

► *AB 361* **AUTHOR**: *Rivas, R.* [*D*]

TITLE: Open Meetings: Local Agencies: Teleconferences

INTRODUCED: 02/01/2021 LOCATION: Assembly

SUMMARY:

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.

STATUS:

02/01/2021 INTRODUCED.

CATEGORY: Audits, Records, Report, and Litigation

► AB 363 AUTHOR: Medina [D]

TITLE: Carl Moyer Air Quality Standards Attainment Program

INTRODUCED: 02/01/2021 LOCATION: Assembly

SUMMARY:

Relates to the Carl Moyer Memorial Air Quality Standards Attainment Program. Requires the Air Resources Board, by January 1, 2023, to adopt an online application process for the submission of grant applications under the program. Requires the Board and local air districts administering the program to use the online application process. Requires the state board, by January 1, 2023, to review the program and to submit to the Legislature a report on the review.

STATUS:

02/01/2021 INTRODUCED. CATEGORY: Environment

► AB 371 AUTHOR: Jones-Sawyer [D]

TITLE: Shared Mobility Devices: Insurance and Tracking

INTRODUCED: 02/01/2021 LOCATION: Assembly

SUMMARY:

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.

STATUS:

02/01/2021 INTRODUCED. CATEGORY: Miscellaneous

AUTHOR: ACA 1 Aguiar-Curry [D]

TITLE: Local Government Financing: Affordable Housing

INTRODUCED: 12/07/2020 LOCATION: Assembly

SUMMARY:

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.

STATUS:

12/07/2020 INTRODUCED. **CATEGORY:**

AUTHOR: Wiener [D] ►SB 10

> TITLE: Planning and Zoning: Housing Development: Density

INTRODUCED: 12/07/2020

LOCATION: Senate Housing Committee

Miscellaneous

SUMMARY:

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.

STATUS:

To SENATE Committees on HOUSING and GOVERNANCE AND 01/28/2021

FINANCE and ENVIRONMENTAL QUALITY.

In SENATE. Rescinds referral to Committee on ENVIRONMENTAL 01/28/2021

QUALITY due to limitations concerning COVID-19 virus.

CATEGORY: Housing

AUTHOR: Cortese [D] ► SB 30

> TITLE: **Building Decarbonization**

INTRODUCED: 12/07/2020

LOCATION: Senate Governmental Organization Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committee on GOVERNMENTAL ORGANIZATION.

CATEGORY: Environment ► SB 44 AUTHOR: Allen [D]

TITLE: California Environmental Quality Act: Judicial Review

INTRODUCED: 12/07/2020

LOCATION: Senate Environmental Quality Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committees on ENVIRONMENTAL QUALITY and

JUDICIARY.

CATEGORY: Environment

►SB 66 AUTHOR: Allen [D]

TITLE: California Council on the Future of Transportation

INTRODUCED: 12/07/2020

LOCATION: Senate Rules Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committee on RULES.

CATEGORY: Miscellaneous

►SB 83 AUTHOR: Allen [D]

TITLE: California Infrastructure and Economic Development Bank

INTRODUCED: 12/15/2020

LOCATION: Senate Natural Resources and Water Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committees on NATURAL RESOURCES AND

WATER and GOVERNANCE AND FINANCE.

CATEGORY: Funding

► SB 214 AUTHOR: Bates [R]

TITLE: Neighborhood Electric Vehicles: County of Orange

INTRODUCED: 01/12/2021

LOCATION: Senate Transportation Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committee on TRANSPORTATION.

CATEGORY: Planning

► SB 216 AUTHOR: Dodd [D]

TITLE: Contractors: Workers' Compensation Insurance: Coverage

INTRODUCED: 01/12/2021

LOCATION: Senate Business, Professions & Economic Development

Committee

SUMMARY:

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.

STATUS:

CATEGORY:

01/28/2021 To SENATE Committee on BUSINESS, PROFESSIONS AND

ECONOMIC DEVELOPMENT. Employment Terms & Conditions

► SB 231 AUTHOR: McGuire [D]

TITLE: Department of Transportation: Transfer of Property

INTRODUCED: 01/19/2021

LOCATION: Senate Transportation Committee

SUMMARY:

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.

STATUS:

01/28/2021 To SENATE Committee on TRANSPORTATION.

CATEGORY: Miscellaneous

AUTHOR: Allen [D] ► SB 261

> TITLE: Regional Transportation Plans: Sustainable Communities

INTRODUCED: 01/27/2021 LOCATION: Senate

SUMMARY:

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 State Air Resources Board.

STATUS:

01/27/2021 INTRODUCED.

CATEGORY: Planning

AUTHOR: Newman [D] ► SB 266

TITLE: State Park System: Chino Hills State Park: Expansion

INTRODUCED: 01/28/2021 LOCATION: Senate

SUMMARY:

Requires the Department of Parks and Recreations 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.

STATUS:

01/28/2021 INTRODUCED. CATEGORY:

AUTHOR: ► SB 270 Durazo [D]

> TITLE: Public Employment: Labor Relations: Employee Data

INTRODUCED: 01/28/2021 LOCATION: Senate

SUMMARY:

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.

STATUS:

01/28/2021 INTRODUCED.

CATEGORY: Employment Terms & Conditions

Miscellaneous





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

 \bigcirc

Subject: Federal Legislative Status Report

Legislative and Communications Committee Meeting of February 18, 2021

Present: Directors Bartlett, Hernandez, Murphy, Sidhu, and Wagner

Absent: Directors Delgleize and Hennessey

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.



February 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its programs, projects, and operations. An update is provided on the initial actions of both the new Presidential Administration and the 117th Congress. Details are provided on the potential for another round of economic stimulus funding. An overview is provided on the Executive Orders signed by President Biden, and the newly appointed transportation leaders within the new Administration. An update is provided on the members of the Orange County delegation serving on the House Transportation and Infrastructure Committee, as well a summary of a hearing on protecting essential transportation workers.

Recommendation

Receive and file as an information item.

Discussion

New Economic Stimulus and Coronavirus (COVID-19) Pandemic Response Proposals

After assuming office, President Biden emphasized his top policy priority is the COVID-19 response. Calling for a \$1.9 trillion stimulus package to address the ongoing economic impacts of COVID-19, the proposal would help fund a national vaccination program, testing and contact tracing, \$1,400 direct stimulus payments to qualified individuals, a \$15 minimum wage, and more than \$350 million in funding for state and local governments.

The President's proposal calls for Congress to provide an additional \$20 billion in funding for the "hardest hit" transit agencies. According to an outline of the proposal, the President is calling for these funds to be used to avoid laying off

workers or cutting service. The proposal also calls for a federal COVID-19 worker protection standard, as well as funding to enforce this new standard, and hazard pay for essential workers, including retroactive hazard pay for work done since the initial outbreak of the COVID-19 pandemic. In addition, the proposal includes a significant expansion of paid sick and family and medical leave, specifically over 14 weeks of mandatory leave as well as federal funding to cover the cost of such leave for certain employers. The President is proposing to reimburse state and local governments for the cost of this expanded leave, which is noteworthy because the implementation of previously-enacted stimulus legislation has not allowed state and local governments to benefit from federal assistance to cover the cost of such leave.

Given the current federal budget deficit, some concerns were raised in Congress about the potential cost impacts of such a large economic relief package, considering more than \$3 trillion in stimulus relief that was provided last year. As of the writing of this staff report, Congress had not yet introduced the legislative language for further economic stimulus efforts, staff is currently unable to comprehensively analyze how potential funding or policy changes might affect the Orange County Transportation Authority (OCTA). The new Administration had started to work with a bipartisan group of Senators to reach a potential compromise that could get the 60 votes needed to avoid a filibuster on the proposed legislation.

OCTA staff continues to work with its transportation agency partners and stakeholders on any further transportation funding that Congress might consider. The American Public Transit Association (APTA), along with labor unions, sent a letter, included as Attachment A, advocating for an additional \$39.3 billion in emergency transit funding. This amount represents a doubling of the emergency transit funding already provided through the two rounds of emergency transit funding that staff have previously detailed. The ATPA coalition letter cites an independent economic analysis finding that public transit agencies face a \$39.3 billion shortfall through 2023. Consistent with previous transit funding efforts, OCTA staff worked with the California Transit Association (CTA) to send a letter, included as Attachment B, in support of the APTA coalition request. The CTA letter noted that the next round of transit funding should be disturbed so that transit agencies of all sizes across California receive at least their historic share of federal transit funding.

Executive Orders

The President signed 24 Executive Orders within the first seven days in office. Since Executive Orders cannot change federal statute, many of these Executive Orders direct federal agencies to pass rules or implement policies implementing these new policy goals. The Executive Orders that are likely to result in permanent policy changes affecting OCTA are summarized as follows.

- Executive Order 13998, entitled "Promoting COVID-19 Safety in Domestic and International Travel", directs federal agencies to require that face masks be worn during international and domestic travel, specifically on public transportation. This Executive Order was followed up by an order by the Centers of Disease Control (CDC) and a rarely utilized security directive from the Transportation Security Administration (TSA). OCTA staff continues to work with APTA, TSA, and the Federal Transit Administration (FTA) to learn more about how this policy change might affect what OCTA is already doing to limit the transmission of COVID-19. There has been and will continue to be weekly FTA calls on this subject, and staff will continue to provide updates as necessary.
- Executive Order 13999, entitled "Protecting Worker Health and Safety," calls for the establishment of a federal workplace standard to protect essential workers from COVID-19. The order calls for the creation of a national program to enforce this new standard. The federal standard has not yet been promulgated pursuant to this Executive Order. This standard, and any corresponding enforcement efforts, could affect OCTA's transit operations and other essential personnel.
- Executive Order 14005, entitled "Ensuring the Future is Made in All of America by All of America's Workers," calls for a comprehensive overview of Buy America policies, consistent with federal statute. This Executive Order directs all federal agencies reconsider existing Buy America policies, including language calling for a reexamination of the component test that might affect future procurements. The Executive Order also creates, within the Office of Management and Budget, the Made in America Office that will implement significant reforms to Buy America waiver process, consisting of a new written approval process, more thorough justification requirements, and additional public disclosures for all waivers.
- Executive Order 14008, entitled "Tackling the Climate Crisis at Home and Abroad," lays out the new Administration's ambitious climate agenda. While the Executive Order does not itself change laws or regulations, it calls for a plan, and corresponding legislation, for state and local governments to procure clean and zero-emission vehicles for their fleets. The Executive Order also requires each federal agency to make climate plans, which could impact federal transportation programs, and it also includes language about aligning federal investments with climate and equity goals, although few details are provided on what transportation programs might be impacted.

Regulatory Review – There were also Executive Orders on the federal rulemaking process that would freeze any pending regulatory actions until the Administration's personnel are in place to reexamine the criteria used in promulgating rules and regulations. The order includes the suspension, revision, or rescission of Parts One and Two of the Safer Affordable Fuel-Efficient Vehicles Rule, which would have impacted California's legal authority to set climate and air quality goals more stringent than those in federal law.

While these potential policy changes most directly impact OCTA, there were also Executive Orders that could indirectly benefit OCTA and its employees. These include Executive Orders regarding masks on federal properties, increasing the federal share of certain Federal Emergency Management Agency assistance to 100 percent, creating a COVID-19 testing board, expanding access to COVID-19 treatments, protecting the public health supply chain, and ensuring an equitable recovery. In almost every instance, relevant federal agencies have not promulgated permanent regulations or policy changes to implement these directives. Staff will continue to monitor these proposals and any further legislative or regulatory changes that will impact OCTA, continuing to provide updates on any significant developments that may arise.

New Secretary of Transportation Confirmed

On January 21, 2021, the President's nominee to serve as Secretary of Transportation, Mr. Pete Buttigieg, appeared before the Senate Commerce, Science, and Transportation Committee to testify about his transportation priorities. Mr. Buttigieg discussed the need for a robust COVID-19 response, ways to improve discretionary grant programs, the need to be flexible in addressing Highway Trust Fund's (HTF) long-term structural deficit, and ways in which transportation investments can help achieve climate and equity goals. Mr. Buttigieg's nomination generally enjoyed bipartisan support. However, after the hearing there was some clarification made to a portion of his testimony. At the hearing, Mr. Buttigieg said all revenue options should be on the table to address the HTF long-term structural deficit, but after the hearing, a spokesperson confirmed that he does not support increasing the gas tax. Despite this minor adjustment to his testimony, the Senate Commerce, Science, and Transportation Committee approved his nomination by a vote of 21 to 3, and it was approved on the Senate floor by a vote of 86 to 13. Mr. Buttigleg was sworn in as Secretary of Transportation on February 3, 2021.

Other Transportation Leaders in the New Administration

The President also took initial steps to staff the modal agencies. For the three primary modal agencies, the President appointed qualified leaders with extensive transportation experience to the relevant Deputy Administrator

positions, which do not require Senate confirmation. This maneuvering, not uncommon in the first days of a new administration, allows each appointee to begin immediately serving as an Acting Administrator. The President is expected to nominate each of these individuals to serve as the Administrator on a permanent basis. Below is additional information about these nominees.

Ms. Nuria Fernandez has been appointed Deputy Administrator of the FTA. Ms. Fernandez most recently served as the Chief Executive Officer and General Manager of the Santa Clara Valley Transportation Authority, a position she held for the last seven years. Ms. Fernandez has extensive experience in the transit industry, having previously worked at the New York Metropolitan Transit Authority, the Chicago Transit Authority, and the Washington Metropolitan Area Transit Authority. Ms. Fernandez also served as Acting FTA Administrator with the Clinton Administration, and she played an active role in the APTA, serving as Chair of the APTA Board of Directors for the past two years.

Ms. Stephanie Pollack has been appointed Deputy Administrator of the Federal Highways Administration. Ms. Pollack served as the Secretary of the Massachusetts Department of Transportation since 2015. Ms. Pollack has been noted for her leadership in responding to the COVID-19 pandemic, conducting an investigation of a 2019 train derailment, and working to address congestion in the Boston metropolitan area.

Mr. Amit Bose has been appointed Deputy Administrator of the Federal Railroad Administration (FRA). Mr. Bose most recently worked for private sector architectural and engineering firm HNTB. Mr. Bose previously served as both the Deputy Administrator and Chief Counsel of the FRA during the Obama Administration. Before working at FRA, Mr. Bose worked for the New Jersey Transit.

As of the writing of this staff report, the nominations for these individuals had not yet been filed in the Senate. Staff will provide updates regarding any nominations, and corresponding potential confirmation hearings of interest to OCTA.

House on Transportation and Infrastructure Committee Membership

On February 4, 2021, the House Transportation and Infrastructure Committee (Committee) held its organization meeting in order to finalize the Committee's membership for the 117th Congress, which will feature two members of the Orange County delegation. Representative Alan S. Lowenthal (D-Garden Grove) retained his seat on the Committee, and he will serve on the Subcommittees on Highways and Transit; Coast Guard and Maritime Transportation; and Water Resources and Environment. Newly elected

Representative Michelle Steel (R-Huntington Beach) was also appointed to serve on the Committee, and she will serve on the Subcommittees on Highways and Transit and the Subcommittee on Railroads, Pipelines and Hazardous Materials. Representative Steel served on the OCTA Board of Directors from 2015 up until her election to Congress last year.

Committee Hearing on Protecting Essential Transportation Workers

Also on February 4, 2021, the Committee held a hearing entitled, "Protecting Transportation Workers and Passengers from COVID: Gaps in Safety, Lessons Learned, and Next Steps." The witnesses included Dr. David Michaels from the George Washington University School of Public Health, Sara Nelson from the Association of Flight Attendants-Communications Workers of America, Lewie Pugh from the Owner-Operator Independent Drivers Association, Ismael Rivera, a coach operator from Orlando, Florida, Dr. William Bahnfleth from Pennsylvania State University, and Los Angeles City Councilmember Joe Buscaino. At the hearing, the witnesses discussed CDC guidance on wearing masks, notably how to address confrontations with passengers who refuse to wear a mask, the importance of adequate personal protective equipment, such as masks and gloves, in reducing the transmission of COVID-19, the need for additional stimulus funding, the benefits of air flow and contact tracing, and the potential for transportation workers to be prioritized in vaccine distribution programs.

One of the primary areas of focus was the potential of a rule or regulation that would require a negative COVID-19 test so passengers could travel. While this discussion focused on the airline industry, witnesses noted that such a requirement, if implemented, would be costly to transportation providers without providing a significant benefit in terms of reducing the risk of transmission. The Committee members and the witnesses also discussed the hierarchy of COVID-19 controls that prioritize social distancing and masks while also considering, when feasible, other controls, such air flow technology, testing, and contact tracing. Representative Grace Napolitano (D-El Monte) discussed her previous legislation to protect transit workers and noted a desire to examine how bus manufacturers address operator shields and circulation in vehicle production. Councilmember Joe Buscaino emphasized, both in his witness testimony and in questions from the Committee, the need for robust funding that flows directly to all levels of government, most notably for local governments providing essential services that meet the needs of their communities.

Summary

An update is provided on the first actions of the Biden Administration and the 117th Congress, including details about the potential for an additional round of federal funding as well as details regarding the President's Executive Orders. Updates are provided on appointed transportation leaders in the Administration and steps taking by House transportation leaders to organize for the 117th Congress as well as the examination of efforts to protect essential transportation workers.

Attachments

- A. Letter from APTA and Other Transit Stakeholders to Congressional Leaders, dated February 1, 2021
- B. Letter from the California Transit Association to Congressional Leaders, dated February 5, 2021
- C. Potomac Partners DC, Monthly Legislative Report January 2021

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February 1, 2021

The Honorable Charles E. Schumer Majority Leader United States Senate S-221, The Capitol Washington, DC 20510

The Honorable Mitch McConnell Republican Leader United States Senate S-230, The Capitol Washington, DC 20510 The Honorable Nancy Pelosi Speaker of the House United States House of Representatives H-232, The Capitol Washington, DC 20515

The Honorable Kevin McCarthy Republican Leader United States House of Representatives H-204, The Capitol Washington, DC 20515

Dear Leader Schumer, Speaker Pelosi, Leader McConnell, and Leader McCarthy:

On behalf of the millions of Americans who rely on public transportation every day, the 435,000 frontline workers who operate and maintain public transit and commuter rail systems in communities of all size across our country, and passenger advocates, we urge you to provide an additional \$39.3 billion in emergency funding to help public transit agencies provide safe, reliable service as they continue to grapple with the financial burden caused by the COVID-19 pandemic.

Although the COVID-19 pandemic has undoubtedly impacted transit ridership since last spring, millions of Americans continue to rely on public transportation services as an absolutely vital lifeline to access their jobs, food, and other critical services. Unfortunately, the continued direct costs and revenue losses resulting from the impacts of COVID-19 are placing an incredible strain on our ability to continue providing this critical public service to those who continue to rely on it the most.

The undersigned organizations and the transit providers, workers, and riders we represent truly appreciate Congress' support for public transit in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and the Coronavirus Response and Relief Supplemental

Appropriations Act of 2021 (CRRSAA). These emergency funds meant the difference between keeping buses, trains, and other forms of public transportation running, or shuttering services with disastrous effects for essential workers and our economy.

However, we are far from in the clear. As highlighted by the American Public Transportation Association, an independent economic analysis found that public transit agencies face a projected funding shortfall of \$39.3 billion through 2023.

With light finally at the end of this tunnel, the worst thing we could do now for American workers and our economic recovery would be to needlessly hamstring our recovery by allowing public transit services to be cut and workers to be furloughed or laid off. From the direct jobs in American manufacturing, design, construction, maintenance, operations, and management, to the millions of Americans who rely on public transportation every day, ensuring the continuity of service will be essential to helping us rebuild at the other end of this pandemic.

Please know that labor and management stand together during this difficult time. We respectfully urge you to provide the \$39.3 billion in emergency funding that this national crisis demands.

Sincerely,

John A. Costa International President Amalgamated Transit Union

Jeremy Ferguson
President
International Association of Sheet Metal,
Air, Rail, and Transportation Workers

— Transportation Division

Greg Regan Secretary-Treasurer Transportation Trades Department, AFL-CIO John Samuelsen International President Transport Workers Union of America

Paul P. Skoutelas President and CEO American Public Transportation Association



Connecting us.

February 5, 2021

The Honorable Nancy Pelosi Speaker of the House United States House of Representatives H-232, U.S. Capitol Washington, DC 20515

The Honorable Kevin McCarthy
Republican Leader
United States House of Representatives
H-204, U.S. Capitol
Washington, DC 20515

The Honorable Charles E. Schumer Majority Leader United States Senate S-221, U.S. Capitol Washington, DC 20510

The Honorable Mitch McConnell Republican Leader United States Senate S-230, U.S. Capitol Washington, DC 20510

Speaker Pelosi, Leader Schumer, Leader McCarthy and Leader McConnell:

On behalf of the member agencies of the California Transit Association and the millions of Californians who still rely on public transportation today, I thank you for your steadfast support of our industry throughout the COVID-19 pandemic. Through two rounds of emergency funding relief, you have preserved critical transit service, prevented workforce layoffs, and maintained an expansive transit network that will be critical to our nation's recovery. While we remain appreciative of the relief you have provided to-date, I write to you today to communicate that California transit agencies require still additional emergency funding to continue operations this calendar year and to weather the lasting impacts of the pandemic on transit operating budgets. We, of course, applaud President Biden for acknowledging this remaining near-term need and for including \$20 billion for our industry in his relief framework. However, given the duration of the pandemic and its expected long-term impacts, we respectfully urge you to act immediately to support our industry over the longer term by providing \$39.3 billion to transit agencies nationwide, as requested by the American Public Transportation Association and transit labor organizations across the country.

Importantly, as you work to finalize the next round of emergency relief funding, we urge you to ensure that California receives *at least* its historic share of federal transit funding and to provide relief to transit agencies of all sizes, operating in urban, suburban and rural contexts.

As you know well, the severity of the pandemic has continued to present transit agencies with near-term budgetary challenges that threaten the provision of transit service and the maintenance of our workforce. With the additional emergency funding we are requesting today, California's public transit agencies will have the funding they need to continue to provide critical mobility options to millions of essential workers, low-income people, seniors, and persons with disabilities. They will also be able to play a key role in providing equitable access to testing and vaccination sites across our state. If additional emergency funding is not forthcoming, the brunt of the service cuts will be borne disproportionately by these same communities.

Unfortunately, we know that, even when the severity of the public health crisis lessens, transit agencies will continue to experience depressed transit ridership and tax revenues as well as persistently high costs for providing personal protective equipment to our frontline workers and maintaining the enhanced cleaning/disinfecting protocols the public expects. The emergency funding need identified by the American Public Transportation Association reflects the budget impacts of these conditions and measures, as estimated through 2023, and seeks to establish funding certainty to better allow transit agencies to navigate the crisis. Addressing this funding need would also ensure that transit agencies can continue to make progress on implementing the safety measures and operational improvements that will allow us to build back better from the pandemic, as called for by the President.

Again, we greatly appreciate the actions you took last year to secure funding for transit agencies and your efforts to secure additional emergency funding for transit agencies today. This funding is critical to a balanced and equitable economic recovery, to our quality of life and to achieving our state's ambitious environmental goals.

If you have any questions about this request, please contact me at 916-446-4656 x1034. Thank you for your consideration.

Sincerely,

Michael Pimentel Executive Director

cc: The Honorable Joseph R. Biden, President, United States of America

California Congressional Delegation

The Honorable Gavin Newsom, Governor, State of California

The Honorable Lena Gonzalez, Chair, Senate Transportation Committee, California State Senate

The Honorable Laura Friedman, Chair, Assembly Transportation Committee, California State Assembly

David Kim, Secretary, California State Transportation Agency, State of California

Members, Executive Committee, California Transit Association

Members, Federal Legislative Committee, California Transit Association

Members, COVID-19 Transit Crisis Relief Task Force, California Transit Association





Monthly Legislative Report – January 2021

January Advocacy Meeting Summary

Congressman Alan Lowenthal (D-CA) — We have spoken with Congressman Lowenthal's staff numerous times this month. Discussion topics included the timeline for a surface transportation reauthorization, follow up on the alternative fuel excise tax credit, stimulus funding for transit and local governments, the budget reconciliation issues, T&I committee assignments, and possible priorities for T&I Committee leadership. We also followed-up on OCTA's letter of congratulations to Congressman Lowenthal for his reelection.

Congressman Lou Correa (D-CA) – We have been in regular communication with Congressman Correa and his staff this month to discuss updates on committee assignments, and President Biden's stimulus proposal that could be passed through the budget reconciliation process. We also reached out to staff to transmit a letter of congratulations and to discuss possible opportunities during the budget reconciliation process.

Congresswoman Katie Porter (D-CA) – We have been communicating with senior staff in Congresswoman Porter's office this month to discuss possible opportunities for new transit funding in upcoming stimulus/relief legislation and possible timeline for House action. We transmitted a letter of congratulations at the end of the month.

Congressman Mike Levin (D-CA) – We have been in communication with Congressman Levin's office regarding new committee assignments and near-term priorities for the 117th Congress, President Biden's climate proposals, upcoming stimulus legislation, and budget reconciliation. We also reached out to senior staff to follow-up OCTA's letter of congratulations.

Congresswoman Michelle Steel (R-CA) – We reached out and been in communication with Congresswoman Steel's Chief of Staff to follow up on OCTA's letter of congratulations. Congresswoman Steel was also named as the newest CA member to the House T&I Committee.

Congresswoman Young Kim (R-CA) – We have been in communication with Congresswoman Kim's staff to discuss support for additional COVID-19 relief funding to support transit operations.

Congressman Pete Aguilar (D-CA) – We met over the phone with Congressman Aguilar's office to discuss House Appropriations Committee assignments and the outlook for FY22 appropriations in the spring. We also discussed the next stimulus package and

the proposal that was released by the Biden Administration. We also discussed possible new funding programs to accelerate the deployment of zero-emission buses.

Congresswoman Grace Napolitano (D-CA) – We discussed with the Congresswoman's Chief of Staff possible T&I subcommittee assignment changes. We discussed the possibility of new California Members being added to the roster as well as the outlook for a surface transportation reauthorization in the spring.

House Appropriations: Transportation, Housing and Urban Development – We continued to meet with senior staff on the House THUD Appropriations Committee over the phone to discuss full Committee Chairwoman Lowey's (D-NY) priorities for FY22 and new committee assignments. We discussed the timing of the FY22 appropriations process and expectations for President Biden's 'President's Budget', and possible delays in the process. We also discussed a possible return to earmarks, which is supported by House Democrats and opposed by many House Republicans.

House Transportation and Infrastructure Committee – We had several phone conversations with senior staff in the Majority and Minority this month to discuss the timeline for a surface transportation reauthorization and the committee's goal for a May full Committee markup. Other topics included the TIFIA program, the CIG program, buy America regulations, transit formula funding programs, and new funding for zero-emission buses.

Senate Banking Committee – We followed-up with senior staff again this month to discuss possible timeline for finalizing Committee membership changes and Chairman Brown's (D-OH) possible priorities for the next Highway Bill.

117th Congress & Election Update

In January Democrats took majority control of the Senate for the 117th Congress after winning both of the runoff elections in Georgia and securing 50 seats in the Senate with Vice President Kamala Harris providing the tie-breaking vote after vacating her Senate seat on January 20th. Both Mitch McConnell (R-KY) and Chuck Schumer (D-NY) were reelected by their respective caucuses to lead their parties in the 117th Congress

Senate Majority Leader Schumer (D-NY) and Minority Leader Mitch McConnell (R-KY) have agreed upon a power sharing agreement in the Senate, however at the time of this report details have yet to be released. It is likely to be similar to the 2001 agreement that included equal party representation on committees that were chaired by the majority party (Democrats would serve as Chairs in this instance) and had equal numbers of staff for both parties, procedures for discharging bills blocked by tie votes in committees and called for equal scheduling and consideration of legislative and executive business.

House Transportation & Infrastructure Committee Roster (117th Congress)

(New additions highlighted)

Democrats (Majority)

Republicans (Minority

Chair: Peter DeFazio (D-OR)

Eleanor Holmes Norton (D-DC)

Eddie Bernice Johnson (D-TX)

Rick Larsen (D-WA)

Grace F. Napolitano (D-CA)

Steve Cohen (D-TN)

Albio Sires (D-NJ)

John Garamendi, (D-CA)

Henry C. "Hank" Johnson, Jr. (D-GA)

André Carson (D-IN)

Dina Titus (D-NV)

Sean Patrick Maloney (D-NY)

Jared Huffman (D-CA)

Julia Brownley (D-CA)

Frederica S. Wilson (D-FL)

Donald M. Payne, Jr. (D-NJ)

Alan S. Lowenthal (D-CA)

Mark Desaulnier (D-CA)

Stephen F. Lynch (D-MA)

Salud O. Carbajal (D-CA)

Anthony G. Brown (D-MD)

Tom Malinowski (D-NJ)

Greg Stanton (D-AZ)

Colin Z. Allred (D-TX)

Sharice Davids (D-KS)

Jesús G. "Chuy" García (D-IL)

Antonio Delgado (D-NY)

Chris Pappas (D-NH)

Conor Lamb (D-PA)

Seth Moulton (D-PA)

Jake Auchincloss (D-MA)

Carolyn Bourdeaux (D-GA)

Kaiali'i Kahele (D-HI)

Marilyn Strickland (D-WA)

Nikema Williams (D-GA)

Marie Newman (D-IL)

Ranking Member: Sam Graves (R-MO)

Don Young (R-AK)

Rick Crawford (R-AR)

Bob Gibbs (R-OH)

Daniel Webster (R-FL)

Thomas Massie (R-KY)

Scott Perry (R-PA)

Rodney Davis (R-IL)

John Katko (R-NY)

Brian Babin (R-TX)

Garret Graves (R-LA)

David Rouzer (R-NC)

Mike Bost (R-IL)

Randy Weber (R-TX)

Doug LaMalfa (R-CA)

Bruce Westerman (R-AR)

Brian Mast (R-FL)

Mike Gallagher (R-WI)

Brian Fitzpatrick (R-PA)

Jenniffer Gonzalez Colon (R-PR)

Troy Balderson (R-OH)

Pete Stauber (R-MN)

Nancy Mace (R-SC)

Beth Van Duyne (R-TX)

Tim Burchett (R-TN)

Michael Guest (R-MS)

Jefferson Van Drew (R-NJ)

Carlos Gimenez (R-FL)

Nicole Malliotakis (R-NY)

Troy Nehls (R-TX)

Michelle Steel (R-CA)

Dusty Johnson (R-SD)

President Biden's COVID-19 Proposals

On January 15th, President Joe Biden released a RECONCILIATION INSTRUCTIONS TO HOUSE COMMITTEES \$1.9 trillion proposal to address the ongoing COVID-19 pandemic. House and Senate Democrats have started the budget reconciliation process to enact this proposal (or something similar). At her press briefing on January 28th where she discussed plans to move forward with the budget reconciliation resolutions, House Speaker Pelosi said that the reconciliation process is a backstop, and she would still prefer a bipartisan bill.

The concurrent resolution as introduced in the House can be found HERE. It instructs the twelve committees to report legislation consistent with the budgetary targets outlined in the resolution (figure 1). Even though the resolution is only a framework for the committees, it is worth noting that Speaker

RECONCILIATION INSTRUCTIONS TO HOUSE COMMITTEES	
Deficit increase (2021-2	030), billions of dollars
Committee	Amount
Agriculture	16
Education & Labor	358
Energy & Commerce	188
Financial Services	75
Foreign Affairs	10
Natural Resources	1
Oversight & Reform	351
Science, Space, &	1
Technology Small Business	50
	30
	96
	17
Ways & Means	941
Subtotal	2,103
Remove overlap	215
Total	1,889
Subtotal Remove overlap	2,7

Pelosi's press release stating that committees are being urged to provide:

• Funding for transit agencies deeply impacted by the pandemic.

Figure 1

 Funding for Amtrak and the aviation sector struggling with declining revenues and volumes due to COVID-19.

The Concurrent Budget Resolution's <u>Section-by-Section Summary</u> is as follows:

Section 1. Concurrent Resolution on the Budget for Fiscal Year 2021.

This section declares that this resolution is the concurrent resolution for fiscal year 2021 and displays the table of contents of the resolution.

Section 1101. Recommended Levels and Amounts.

This section sets the budgetary levels for fiscal years 2021 through 2030. These budgetary levels include total federal revenues, new budget authority, budget outlays, deficits, public debt (debt that is subject to a statutory limit), and debt held by the public.

Section 1102. Major Functional Categories.

This section breaks down the levels of new budget authority and outlays for fiscal years 2021 through 2030 by each of the 20 major functional categories, based on allocations of the total levels set in section 1101.

Section 1201. Social Security in the Senate.

This section provides the amounts of Social Security revenues and outlays, and Social Security administrative budget authority and outlays, for the purpose of enforcement in the Senate. This is a requirement pursuant to the Congressional Budget Act of 1974.

Section 1202. Postal Service Discretionary Administrative Expenses in the Senate.

This section provides amounts of new budget authority and budget outlays for the Postal Service's discretionary administrative expenses for the purpose of enforcement in the Senate.

Section 2001. Reconciliation in the House of Representatives.

This section provides reconciliation instructions to 12 committees to submit changes in laws within their jurisdictions that will increase the deficit over the period of fiscal years 2021 through 2030 by no more than the amount specified for each committee. Because of overlapping committee jurisdictions in the House, the separate reconciliation instructions add up to more than \$1.9 trillion, but the levels in the budget resolution adjust for these double-counts and assume the net effect of changes in laws will not exceed \$1.9 trillion. The section also requires committees given reconciliation instructions to submit legislation to the Committee on the Budget by February 16, 2021 to carry out this section.

Section 3001. Reserve Fund for Reconciliation Legislation.

This section provides a reserve fund for reconciliation legislation enabling the chair of the House Budget Committee to revise committee allocations and other budgetary levels to accommodate such legislation, provided that it complies with reconciliation instructions under this concurrent resolution. This section also exempts reconciliation legislation reported by the chair of the House Budget Committee from the House pay-as-you-go point of order.

Section 3002. Reserve Fund for Deficit-Neutral Legislation.

This section enables the chair of the Committee on the Budget in the House of Representatives to revise committee allocations and other budgetary levels to accommodate legislation, provided such legislation would not increase the deficit over the specified periods.

Section 4001. Enforcement Filing.

This section provides for the procedures for filing committee allocations in the House and the Senate in the event a concurrent resolution is adopted without the appointment of a conference committee and the filing of a joint explanatory statement accompanying a conference report. In such a circumstance, the chairs of both the House and Senate Budget Committees shall submit a statement for publication in the Congressional Record establishing committee allocations.

Section 4002. Budgetary Treatment of Administrative Expenses.

This section requires a separate allocation to the Committee on Appropriations of the applicable House of Congress for discretionary administrative expenses of the Social Security Administration and the United States Postal Service. This section also clarifies that, for the purposes of enforcing section 302(f) of the Congressional Budget Act of 1974, estimates of the level of total budget authority and outlays provided by a measure shall include these administrative expenses.

Section 4003. Application and Effect of Changes in Allocations, Aggregates, and other Budgetary Levels.

This section establishes the timing of when any adjustments of allocations, aggregates, and other budgetary levels made pursuant to this resolution take effect and stipulates that any adjustment shall be published in the Congressional Record as soon as practicable. It also clarifies that for the purposes of the resolution budgetary levels are determined on the basis of estimates made by the chair of the Committee on the Budget of the applicable House of Congress.

Section 4004. Adjustments to Reflect Changes in Concepts and Definitions.

This section gives the chairs of the House and Senate Budget Committees the authority to adjust budgetary levels in the concurrent resolution for any changes in budgetary concepts and definitions consistent with the Balanced Budget and Emergency Deficit Control Act of 1985.

Section 4005. Adjustment for Changes in the Baseline.

This section gives the chairs of the House and Senate Budget Committees the authority to make adjustments to the budgetary levels in the concurrent resolution to reflect changes resulting from the Congressional Budget Office's baseline updates.

Section 4006. Limitation on Advance Appropriations.

This section continues the limitation in the House against legislation making advance appropriations except for certain accounts.

Section 4007. Exercise of Rulemaking Powers.

This section instructs that in each of the House and Senate the provisions in this title shall be considered as part of the rules of each House or of that House to which they specifically apply.

Since Congressional Democrats have citied support for implementing President Biden's "American Rescue Plan" proposal through the budget reconciliation process, a full summary is included below:

Additional round of \$1,400 in direct aid to individuals (Stimulus checks)

State and Local Government

- \$350 billion in emergency funding for State and Local governments
 - \$3 billion of which for the Economic Development Administration (EDA)
- \$20 billion in funding for transit agencies

Housing

- Additional \$25 billion in rental assistance (on top of the \$25 billion appropriated by Congress in December)
- Extension of the eviction moratorium until September 30, 2021

 \$5 billion in additional emergency assistance to help secure housing for people experiencing or at risk of becoming homeless.

Vaccines and Testing

- \$20 billion in new funding for a national vaccine program, partnering with State and Local governments
- Expand the Federal Medicaid Assistance Percentage (FMAP) to 100% for the administration of vaccines
- \$50 billion for an expansion of testing, including rapid testing
- o An expansion of Community Health Centers
- \$30 billion for the Disaster Relief Fund to provide more PPE
- 100% federal reimbursement for critical emergency response resources to State and Local governments
- \$10 billion for domestic manufacturing of pandemic supplies

Policy Requests

- Requests that Congress authorize OSHA to issue a COVID-19 protection standard that covers a broad set of workers, including those not currently covered under OSHA.
- \$11 billion for international health and humanitarian response
- Raise the federal minimum wage to \$15/hour

• Paid Leave and Unemployment Benefits

- Asks Congress to provide a \$400/week in unemployment insurance supplement
- Extend period of time workers can qualify for unemployment
- Extend unemployment support for self-employed workers (including "gig" workers)
- Fully fund State short-term compensation programs (workshare)
- Extend the Families First tax credits and paid sick leave requirements until September 30, 2021
 - Reimburse State and Local governments for the cost of paid leave
 - Eliminate exemptions for employers with more than 500, and less than 50 employees
 - Provide 14 weeks of expanded paid sick, family, and medical leave for parents with additional caregiving responsibilities when schools are closed, people experiencing COVID-19 symptoms, quarantining, or those who need a vaccine
 - Expand paid leave to include federal workers
 - Provide maximum paid leave benefit of \$1,400/week for eligible workers (\$73,000/year)
 - Reimburse employers with less than 500 employees for the cost of leave

Schools

- \$130 billion in flexible funding for schools to reopen, operate, and/or conduct remote learning
 - Allows funds to be used for extended learning time, tutoring, and mental health/guidance counselors
- \$35 billion for public, higher education, institutions including community colleges
- \$5 billion in funding for governors to use on educational programs for students significantly impacted by COVID-19

Food Security

- 15% Supplemental Nutrition Assistance Program (SNAP) benefit increase
- Asks for a one-time emergency infusion of administrative support by cutting the SNAP State match
- \$3 billion in additional funding for the Woman, Infants, and Children (WIC) program
- Pass the FEED Act (<u>S. 3614</u>)[116th Congress]
 - Would require FEMA to partner with local restaurants, non-profits, and soup-kitchens to coordinate food preparation and delivery

Child Care

- \$1 billion in additional Temporary Assistance to Needy Families (TANF)
- \$25 billion emergency stabilization fund for child care providers
- \$15 billion in additional funding for the Child Care and Development Block Grant program
- Increase tax credits for child care, up to half of the cost of child care for children under 13:
 - Total of \$4,000 per child, or \$8,000 for two or more children
 - Would be a refundable tax credit
 - All families making less than \$125,000/year would be eligible.
 - Families making between \$125,000-\$400,000 would receive partial credit
- Increase the Child Tax Credit to \$3,000 per child (\$3,600 for a child under
 and making 17-year-olds qualifying children for the year
- Expand the Earned Income Tax Credit (EITC) for the year from \$530 to nearly \$1,500 while raising the income limit from \$16,000 to \$21,000

Health Insurance/Coverage

- o Subsidize COBRA through the end of September
- Expand Premium Tax Credit to lower premiums
- \$4 billion in addition funding for SAMHSA and HRSA to expand substance use disorder and behavioral health services
- \$20 billion for veteran's health service through the VHA
- \$800 million in supplemental funding to help survivors of domestic abuse through various programs

Small Business Grants

- \$15 billion in flexible funding to provide grants to over 1 million small businesses
- Leverage \$35 billion in government funds for \$175 billion in low-interest loans

President Biden's National COVID-19 Strategy

On Thursday, January 21st, the White House released its 198-page *National Strategy for the COVID-19 Response and Pandemic Preparedness* report (available <u>HERE</u>) outlining the Administration's long-term strategy to mount a vaccination campaign, mitigate the spread of the disease, expand emergency relief, protect those at risk, and reopen schools, businesses, and travel. As part of the national vaccination campaign, the President directed his Administration to utilize the Defense Production Act's authority "as needed" to respond to existing shortfalls in PPE, as well as to ensure there was sufficient amounts of the "necessary equipment and material to accelerate the manufacture, delivery and administration" of the vaccine.

The plan also calls for increased coordination with states, localities, and other community and private interest stakeholders, as well as directing the Federal Emergency Management Agency (FEMA) to begin construction on federal vaccination sites. Additionally, the plan reiterates the President's calls for Congress to take action on the proposed \$1.9 trillion *American Rescue Plan* (found <u>HERE</u>).

President Biden also signed several executive orders this week related to combatting the coronavirus pandemic including the aforementioned directives allowing the Administration to utilize the Defense Production Act to shore up PPE, and both testing and vaccine supplies, increase FEMA public assistance funding for PPE and other safety supplies (text available HERE), and directs the Departments of Education and Health and Human Services to publish new guidance on reopening schools (text available HERE). President Biden also signed an executive order requiring masks to be worn in airports and on airplanes, trains, maritime vessels, and intercity buses, and requires international travelers to supply a negative COVID-19 test before going overseas (text available HERE).

The President also signed several executive orders targeted at providing Americans with economic relief from the coronavirus pandemic and providing worker protections. The executive order urges the Agriculture Department to consider providing a 15% increase to the breakfast and lunch allowance for schoolchildren and update how benefits are calculated under the Thrifty Food Plan, which serves as the basis for Supplemental Nutrition Assistance Program (SNAP) allotments, to boost benefits by 15% and 20%. This increase would be in addition to the 15% increase on SNAP benefits included in the \$900 billion coronavirus relief package enacted in December, however this executive order additionally calls on Congress to extend the SNAP benefit increase beyond the June 30th expiration date. The order also encourages the Department of the Treasury to take

additional measures to ensure the \$600 stimulus checks are delivered to those that have still not received them. The White House Fact Sheet outlining these and other provisions/goals this executive order will seek to achieve is available <u>HERE</u>.

"Day One" Executive Orders and Presidential Actions

After being inaugurated on January 20th, President Biden signed 9 Executive Orders rescinding Executive Actions taken by President Trump. These actions largely sought to deliver on campaign promises to reduce the spread of COVID-19, reinstate Obama-era environmental policies, and rescind actions taken by the Trump Administration. These nine actions will seek to:

- 1. Halt of the US withdrawal from the World Health Organization, with Dr. Anthony Fauci becoming the head of the delegation.
- 2. Direct the US to rejoin the Paris Climate Accord, a process that will take 30 days
- 3. Cancel the Keystone XL Pipeline and direct agencies to review and reverse more than 100 actions taken by the Trump Administration on the environment
- 4. Rescinds the Trump Administration's 1776 Commission and directs agencies to review their actions to ensure racial equity
- 5. Requires non-citizens to be included in the Census and apportionment of congressional representatives
- 6. Reverses the Trump Administration's restrictions on US entry for passport holders from seven Muslim-majority countries
- 7. Undoes Trump's expansion of immigration enforcement in the US
- 8. Halts construction of the wall on the Southern Border by terminating the National Emergency Declaration used to fund it
- 9. Directs OMB to develop recommendations to modernize and undoes Trump's regulatory approval process

One Executive Order of note (Number 3 in the list above) rescinds a number of Trumpera environmental review process Executive Orders and/or rules.

The following Presidential Actions are hereby revoked:

- Executive Order 13766 of January 24, 2017 (Expediting Environmental Reviews and Approvals For High Priority Infrastructure Projects)
- <u>Executive Order 13778</u> of February 28, 2017 (Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the "Waters of the United States" Rule)
- Executive Order 13783 of March 28, 2017 (Promoting Energy Independence and Economic Growth)
- Executive Order 13792 of April 26, 2017 (Review of Designations Under the Antiquities Act)

- <u>Executive Order 13795</u> of April 28, 2017 (Implementing an America-First Offshore Energy Strategy)
- Executive Order 13868 of April 10, 2019 (Promoting Energy Infrastructure and Economic Growth)
- <u>Executive Order 13927</u> of June 4, 2020 (Accelerating the Nation's Economic Recovery from the COVID-19 Emergency by Expediting Infrastructure Investments and Other Activities)
- <u>Executive Order 13834</u> of May 17, 2018 (Efficient Federal Operations), is hereby revoked except for sections 6, 7, and 11
- <u>Presidential Memorandum</u> of April 12, 2018 (Promoting Domestic Manufacturing and Job Creation Policies and Procedures Relating to Implementation of Air Quality Standards)
- <u>Presidential Memorandum</u> of October 19, 2018 (Promoting the Reliable Supply and Delivery of Water in the West)
- <u>Presidential Memorandum</u> of February 19, 2020 (**Developing and Delivering More Water Supplies in California**)
- The Council on Environmental Quality (CEW) shall rescind its draft guidance entitled, "Draft National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions," <u>84 Fed. Reg. 30097</u> (June 26, 2019)
- CEQ, as appropriate and consistent with applicable law, shall review, revise, and update its final guidance entitled, "Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews," <u>81 Fed. Reg.</u> <u>51866</u> (August 5, 2016)
- Executive Order 13807 of August 15, 2017 (Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects) is hereby revoked. The Director of OMB and the Chair of the Council on Environmental Quality shall jointly consider whether to recommend that a replacement order be issued.
- Executive Order 13920 of May 1, 2020 (Securing the United States Bulk-Power System) is hereby suspended for 90 days. The Secretary of Energy and the Director of OMB shall jointly consider whether to recommend that a replacement order be issued.

• The Director of OMB and the heads of agencies shall promptly take steps to rescind any orders, rules, regulations, guidelines, or policies, or portions thereof, including, if necessary, by proposing such rescissions through notice-andcomment rulemaking, implementing or enforcing the Executive Orders, Presidential Memoranda, and draft guidance identified in this section, as appropriate and consistent with applicable law.

The full Executive Order can be found HERE.

The White House Chief of Staff also released a memorandum directing the Office of Management and Budget (OMB) and the Federal Departments to freeze all pending rules and regulations that have not been finalized, pending review by Biden-appointed staff. Even if a rule has completed the public comment process, the new Administration has the power to extend the enactment date of any and all pending rules and regulations. Biden appointees can then use a new public comment period, or other mechanisms, to permanently halt or retract any rules even if they have already been published in the Federal Register. The full memo can be found HERE, and is included below:

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM: Ronald A. Klain

Assistant to the President and Chief of Staff

SUBJECT: Regulatory Freeze Pending Review

The President has asked me to communicate to each of you his plan for managing the Federal regulatory process at the outset of his Administration. In order to ensure that the President's appointees or designees have the opportunity to review any new or pending rules, at the direction of the President, I ask that you immediately take the following steps:

- 1. Subject to any exceptions the Director of the Office of Management and Budget (the "OMB Director") allows for emergency situations or other urgent circumstances relating to health, safety, environmental, financial, or national security matters, or otherwise, propose or issue no rule in any manner including by sending a rule to the Office of the Federal Register (the "OFR") until a department or agency head appointed or designated by the President after noon on January 20, 2021, reviews and approves the rule. The department or agency head may delegate this power of review and approval to any other person so appointed or designated by the President, consistent with applicable law.
- 2. With respect to rules that have been sent to the OFR but not published in the Federal Register, immediately withdraw them from the OFR for review and approval as described in paragraph 1, subject to the exceptions described in paragraph 1. This withdrawal must be conducted consistent with OFR procedures.
- 3. With respect to rules that have been published in the Federal Register, or rules that have been issued in any manner, but have not taken effect, consider

postponing the rules' effective dates for 60 days from the date of this memorandum, consistent with applicable law and subject to the exceptions described in paragraph 1, for the purpose of reviewing any questions of fact, law, and policy the rules may raise. For rules postponed in this manner, during the 60-day period, where appropriate and consistent with applicable law, consider opening a 30-day comment period to allow interested parties to provide comments about issues of fact, law, and policy raised by those rules, and consider pending petitions for reconsideration involving such rules. As appropriate and consistent with applicable law, and where necessary to continue to review these questions of fact, law, and policy, consider further delaying, or publishing for notice and comment proposed rules further delaying, such rules beyond the 60-day period. Following the 60-day delay in effective date:

- a. for those rules that raise no substantial questions of fact, law, or policy, no further action needs to be taken; and
- b. for those rules that raise substantial questions of fact, law, or policy, agencies should notify the OMB Director and take further appropriate action in consultation with the OMB Director.
- 4. Exclude from the actions requested in paragraphs 1 through 3 any rules subject to statutory or judicial deadlines and identify such exclusions to the OMB Director as soon as possible.
- 5. Notify the OMB Director promptly of any rules that, in your view, should be excluded from the directives in paragraphs 1 through 3 because those rules affect critical health, safety, environmental, financial, or national security matters, or for some other reason. The OMB Director will review any such notifications and determine whether such exclusion is appropriate under the circumstances.
- 6. Comply in all circumstances with any applicable Executive Orders concerning regulatory management.

As used in this memorandum, "rule" has the definition set forth in section 551(4), title 5, United States Code. It also includes any "regulatory action," as defined in section 3(e) of Executive Order 12866 of September 30, 1993, as amended, and any "guidance document" as defined in section 3(g) of Executive Order 13422 of January 18, 2007, when that order was in effect. Thus, the requirements of this memorandum apply not only to "rules" as defined in section 551(4) of title 5, but also to:

a. any substantive action by an agency (normally published in the Federal Register) that promulgates or is expected to lead to the promulgation of a final rule or regulation, including notices of inquiry, advance notices of proposed rulemaking, and notices of proposed rulemaking; and b. any agency statement of general applicability and future effect that sets forth a policy on a statutory, regulatory, or technical issue or an interpretation of a statutory or regulatory issue.

The OMB Director will implement this regulatory review, and any communications regarding any matters pertaining to this review should be addressed to the OMB Director. The OMB Director is also authorized to establish a process to review pending collections of information under the Paperwork Reduction Act of 1995, as codified in chapter 35, title 44, United States Code, and to take actions that the OMB Director deems appropriate based on that review, consistent with applicable law.

Should actions be identified that were undertaken before noon on January 20, 2021, to frustrate the purpose underlying this memorandum, I may modify or extend this memorandum, pursuant to the direction of the President, to request that agency heads consider taking steps to address those actions.

The OMB Director is authorized and directed to publish this memorandum in the Federal Register.

Biden Administration Cabinet Updates

During Inauguration week, the Senate began the confirmation process of several executive nominees, particularly those with jurisdiction over national security, the economy, and the coronavirus pandemic. As Republicans still held the Majority last Tuesday, and since Majority Leader Chuck Schumer (D-NY) and Minority Leader Mitch McConnell (R-KY) have yet to reach a power sharing agreement over disagreements on the treatment of the filibuster rule, Tuesday's confirmation hearings were chaired by the Republican Leader of each respective Committee. A brief summary of last week's confirmation hearings and the status of the nominees is included below:

- Secretary of Defense, Retired General Lloyd Austin (CONFIRMED 93-2)
 - o Austin stressed support for the principle of civilian control of the DOD
 - He also discussed support for using the military to help address the COVID-19 pandemic
 - The Senate voted 93-2 to confirm Gen. Austin as Defense Secretary after both the House and Senate voted to approve a waiver exempting Austin from the seven year "cooling off" period required of retired generals before they can serve as DOD Secretary.
- Director of National Intelligence, Avril Haines (CONFIRMED 84-10)
 - In response to bipartisan lines of questioning about her partisan loyalties, Haines stated her belief that "to safeguard the integrity of our intelligence community, the DBI must insist that, when it comes to intelligence, there is simply no place for politics. Ever."

- o Committed to publishing analytic products in the President's Daily Brief
- Avril Haines was confirmed as Director of National Intelligence by the full Senate on Wednesday following the Inauguration by a vote of 84-10 after bypassing a committee vote.

Secretary of the Treasury, Janet Yellen (CONFIRMED 84-15)

- Yellen defended President Biden's \$1.9 trillion relief proposal and urged Congress to pass a large pandemic aid package targeted at public health and small businesses.
- Did not commit to supporting a repeal of the \$10,000 state and local tax (SALT) deduction.
- The Senate Finance Committee voted unanimously to recommend the nomination of Janet Yellen as Treasury Secretary

Secretary of State, Antony Blinken (CONFIRMED 78-22)

- Pledged to re-engage with global partners in pursuit of "the greater good"
- The hearing was cordial, with Republican Senators commending Blinken's experience
- A focal point of the hearing was competition with China and ways to deter
 Chinese aggression, both on the ground and in cyberspace

Secretary of Transportation, Pete Buttigleg (CONFIRMED 86-13)

- Senate confirmation hearing was mostly cordial
- Buttigieg said that as a former Mayor, he understands and supports a "bottom-up approach" that accounts for the value of local stakeholder input, and is very fond of passenger rail, transit, and innovation
- Would not commit to increasing annual CIG funds
- Did not comment on the possibility of raising the federal gas tax
- Highlighted support for climate/environment-driven policy changes
- Discussed support for major infrastructure package
- Committee confirmed nomination on January 27th by 21-3 vote

• Secretary of Homeland Security, Alejandro Mayorkas (CONFIRMED 56-43)

- Did not gain unanimous committee support for fast-track confirmation due to Republican concerns related to border security and illegal immigration enforcement
- Domestic security (in the context of January 6 Capitol riots) was another major issue discussed during hearing

• Secretary of Commerce, Gina Raimondo

- In her confirmation hearings, Raimondo primarily discussed ways to get Americans back to work and reduce the economic impacts of COVID-19
- Concerns were raised during confirmation hearing regarding Raimondo's "unclear answer" on whether Chinese telecom company Huawei will remain on the Commerce Department's entity list (blacklist)
- Governor of Rhode Island

Additional Cabinet, and Senior Official nominees that have been named by the Biden Administration are included below:

- **Secretary of Agriculture:** Tom Vilsack (former agriculture secretary and Iowa governor)
- **Secretary of Education:** Miguel Cardona (Connecticut Commissioner of Education)
- Secretary of Energy: Jennifer Granholm (former Governor of Michigan)
- Secretary of Health and Human Services: Xavier Becerra (Attorney General of California)
- Secretary of Housing and Urban Development: Marcia L. Fudge (Democratic Congresswoman from Ohio)
- Secretary of the Interior: Deb Haaland (Democratic Congresswoman from New Mexico)
- Attorney General: Merrick B. Garland (Federal appeals court judge)
- Secretary of Labor: Marty Walsh (Mayor of Boston, Massachusetts)
- Secretary of State: Anthony Blinken (former deputy national security adviser)
- Secretary of Veterans Affairs: Denis McDonough (former White House Chief of Staff)
- Environmental Protection Agency (EPA) Administrator: Michael S. Regan (Secretary of the North Carolina Department of Environmental Quality)
- Director of the Office of Management and Budget (OMB): Neera Tanden (chief executive of the Center for American Progress)
- CIA Director: William J. Burns (former-Ambassador to Jordan and Deputy Secretary of State)

- USAID Administrator: Samantha Power (former-Ambassador to the United Nations)
- Council of Economic Advisers Chair: Cecilia Rouse (Princeton University labor economist)
- United Nations Ambassador: Linda Thomas-Greenfield (former top U.S. diplomat to Africa)
- Trade Representative: Katherine Tai (chief trade counsel, House Ways & Means Committee)
- **SBA Administrator:** Isabel Guzman (Director of California's Office of the Small Business Advocate)

The **Department of Transportation (DOT)** also announced their leadership team this month. Lana Hurdle, Deputy Assistant Secretary for Budget & Programs, will serve as Acting Secretary of Transportation until Secretary-Designate Buttigieg is confirmed. While additional people will be named later, the initial team (starting on January 20 or soon after) includes:

- Nuria Fernandez, Deputy Administrator and Acting Administrator, Federal Transit Administration
- Amit Bose, Deputy Administrator, Federal Railroad Administration
- Ann Carlson, Chief Counsel, National Highway Traffic Safety Administration
- Florence Chen, Special Assistant for Policy
- Casey Clemmons, Special Assistant, Pipeline and Hazardous Materials Safety Administration
- Steve Cliff, Deputy Administrator, National Highway Traffic Safety Administration
- Christopher Coes, Principal Deputy Assistant Secretary for Transportation Policy
- Robert Hampshire, Principal Deputy Assistant Secretary for Research and Technology
- Maurice Henderson, Senior Advisor
- Danielle Hirshberg, Deputy Chief of Staff for Operations
- Justine Hong, Director of Executive Secretariat
- Robin Hutcheson, Deputy Assistant Secretary for Safety Policy
- **Subash lyer**, Chief Counsel, Federal Transit Administration

- Meera Joshi, Deputy Administrator, Federal Motor Carrier Safety Administration
- Tatjana Kunz, Special Assistant for Policy
- Lucinda Lessley, Deputy Administrator, Maritime Administration
- Diana Lopez, Senior Advisor to the Administrator, Federal Railroad Administration
- Irene Marion, Director, Departmental Office of Civil Rights
- Edward McGlone, Deputy Assistant Secretary for Congressional Affairs (House)
- Philip A. McNamara, Assistant Secretary for Administration
- A. Bradley Mims, Deputy Administrator, Federal Aviation Administration
- Carlos Monje Jr., Senior Advisor and Acting Chief of Staff
- Allie Panther, White House Liaison
- Alex A. Peña, Special Assistant to the General Counsel
- Carol A. (Annie) Petsonk, Principal Deputy Assistant Secretary for Aviation and International Affairs
- Stephanie Pollack, Deputy Administrator, Federal Highway Administration
- John Putnam, Deputy General Counsel
- Will Rasky, Special Assistant for Governmental Affairs
- Courtenay Raymond, Director of Scheduling and Advance
- Andrew Rogers, Chief Counsel, Federal Highway Administration
- Laura Schiller, Chief of Staff
- Michael Shapiro, Deputy Assistant Secretary for Economic Policy
- **Sophie Shulman**, Deputy Chief of Staff for Policy
- Dani Simons, Assistant to the Secretary and Director of Public Affairs
- Charles Small, Deputy Assistant Secretary for Intergovernmental Affairs
- Mohsin Syed, Principal Deputy Assistant Secretary for Congressional Affairs (Senate)
- Charlene Wang, Special Assistant, Federal Highway Administration
- Victoria Baecher Wassmer, Deputy Assistant Secretary for Finance and Budget
- Vinn White, Senior Advisor for Implementation
- Laurence Wildgoose, Assistant Administrator for Policy, International Affairs, and Environment, Federal Aviation Administration





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: 91 Express Lanes Property Insurance Renewal

Finance and Administration Committee Meeting of February 10, 2021

Present: Directors 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.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A46898, in the amount of \$460,332 to Marsh USA, Inc., to purchase the 91 Express Lanes property, flood, and earthquake insurance on behalf of the Orange County Transportation Authority for the policy period of March 1, 2021 to March 1, 2022.



February 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Property Insurance Renewal

Overview

The Orange County Transportation Authority currently has a primary property and flood insurance policy for the 91 Express Lanes with Zurich American Insurance Company, and six earthquake insurance policies with Everest Indemnity Insurance Company, General Security Indemnity Company of Arizona, Old Republic Union Insurance Company, QBE Specialty Insurance Company, Steadfast Insurance Company, and Princeton Excess and Surplus Lines Insurance Company, all of which will expire on March 1, 2021. Renewal of these policies is necessary to maintain coverage.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A46898, in the amount of \$460,332 to Marsh USA, Inc., to purchase the 91 Express Lanes property, flood, and earthquake insurance on behalf of the Orange County Transportation Authority for the policy period of March 1, 2021 to March 1, 2022.

Discussion

Insurance companies determine property insurance quotes based upon current insurance market conditions and the total value of property to be insured. Currently, seven insurers provide primary property, flood, and earthquake coverage for the 91 Express Lanes for a premium of \$435,949, and a total policy coverage limit of \$140 million. These policies provide catastrophic protection for the roadway, structures, and business personal property, including business interruption coverage against losses caused by fire, flood, and earthquake. Other coverage includes losses due to civil authority, ingress/egress, debris removal, demolition and increased costs of construction, equipment breakdown, including electronic data processing equipment, valuable papers, earthquake sprinkler leakage, and boiler and machinery.

Policy deductibles for these seven policies vary by category of coverage. The current policies carry a \$50,000 deductible that applies to all perils except:

- \$10,000 deductible for surveillance equipment,
- \$100,000 deductible for flood,
- Seven-day deductible for business interruption,
- \$1 million deductible for earthquake.

Flood protection is provided in the current policy with a \$50 million coverage limit and a \$100,000 deductible. As with many properties in Orange County, the 91 Express Lanes has structures and buildings that are in areas susceptible to flooding. Flood is defined in the policy to mean "a general and temporary condition of partial or complete inundation of normally dry land areas from (1) the rising or overflow of inland or tidal waters, (2) the unusual and rapid accumulation of run off of surface waters from any source, (3) mudslide (i.e., mud-flow), meaning a river or flow of liquid mud proximately caused by flooding as defined in (1) above or by the accumulation of water under the ground, or (4) water that backs up from a sewer or drain. Each loss by flood shall constitute a single claim hereunder; provided if more than one flood shall occur within any period of 72 hours during the term of the policy, such floods shall be deemed to be a single flood."

Earthquake protection is provided in the current policy with a \$90 million limit and a \$1 million deductible. Earthquake means "any natural or man-made earth movement (except mudslide or mud-flow caused by accumulation of water on or under the ground) including, but not limited to, earthquake and resultant earthquake sprinkler leakage, volcanic action, landslide, subsidence or tsunami, regardless of any other cause or event contributing concurrently or in any other sequence of loss. Notwithstanding anything in the above to the contrary, to the extent mudslide or mudflow caused by accumulation of water on or under the ground is caused by or results from a tsunami, it shall be considered to be an earthquake."

The Orange County Transportation Authority (OCTA) Broker of Record, Marsh USA, Inc. (Marsh), has provided marketing and will purchase the 91 Express Lanes insurance coverage on behalf of OCTA for this renewal. Marsh is paid a flat fee of \$105,000, for marketing and placing all property and casualty insurance per Agreement No. C-7-1585, approved by the Board of Directors (Board) on May 22, 2017. This flat fee paid to Marsh is not part of the premium approved by the Board for the renewal of this policy. Marsh was directed to seek quotes from property insurance carriers and additional markets and wholesale companies, if needed, to obtain a sufficient number of competitive quotes.

The carriers listed below with transit insurance coverage experience and an A.M. Best financial rating of A-7 or better were approached for proposals to provide primary property, flood, and earthquake coverage for the 91 Express Lanes:

Allianz Global Risks US Insurance Company American Home Assurance Company (AIG) AXA XL Insurance Company Liberty Mutual Lloyds of London Starr Technical Risks Agency Zurich American Insurance Company

Since some of these carriers are unable to provide earthquake and flood coverage in a combined program, Marsh also approached the following markets and wholesalers:

Arrowhead General Insurance Agency, Inc.
Everest Indemnity Insurance Company
General Security Indemnity Company of Arizona
Hudson Specialty Insurance Company
Old Republic Union Insurance Company
Princeton Excess and Surplus Lines Insurance Company
QBE Specialty Insurance Company
Steadfast Insurance Company

Although Marsh received declinations from five insurers, their marketing was successful in obtaining the necessary quotes to renew the primary property and flood insurance policy and combined quotes for earthquake insurance. Zurich American Insurance Company proposed renewing the property and flood coverage and Lexington Insurance Company, QBE Specialty Insurance Company, General Security Indemnity Company of Arizona, and Steadfast Insurance Company have proposed \$90 million in earthquake coverage. The renewal combined premium increased approximately 5.6 percent to \$460,332. Staff is requesting Board approval to renew the current policies in an amount of \$460,332 for a total policy coverage limit of \$157 million.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Human Resources and Organizational Development Division, Risk Management Department, Account No. 0036-7563-A0017-GGN, and is funded through the 91 Express Lanes.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A46898, in the amount of \$460,332, to Marsh USA, Inc. to purchase the 91 Express Lanes' property, flood, and earthquake insurance on behalf of the Orange County Transportation Authority for the period of March 1, 2021 to March 1, 2022.

Attachments

None.

Prepared by:

Al Gorski Department Manager, Risk Management (714) 560-5817 Approved by:

Maggie McJilton

Executive Director, Human Resources and Organizational Development

(714) 560-5824

Pia Veesapen

Director, Contracts Administration and

Materials Management (714) 560-5619





February 22, 2021

To: Members of the Board of Directors

Andrea West, Interim Clerk of the Board North From:

Subject: Amendment to Agreement for Mobile Ticketing Validators

Extended Warranty Coverage Period

Transit Committee Meeting of February 11, 2021

Present: Directors Chaffee, Do, Jones, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Director Chaffee was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the first option term in the amount of \$136,608, for extended warranty coverage for mobile ticketing validators effective May 1, 2021 through April 30, 2022.



February 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Mobile Ticketing Validators

Extended Warranty Coverage Period

Overview

The Orange County Transportation Authority implemented the use of mobile ticketing validators to validate mobile fare media. This was done through the use of consultant resources for the initial installation of the validators, completed in 2018 and on-going technical and warranty support since that time. Staff is requesting Board of Directors' approval to exercise the first option term to extend warranty coverage for the validators for a one-year period.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the first option term in the amount of \$136,608, for extended warranty coverage for mobile ticketing validators effective May 1, 2021 through April 30, 2022.

Background

On October 24, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to Init Innovations in Transportation, Inc., (Init Innovations) to equip OCTA's fixed-route fleet with mobile ticket validators in order to validate mobile fare media. Installation of the mobile ticketing validators began in early fall 2017 and the entire fixed-route fleet was equiped with validators by February 2018. Since inception, more than 6.1 million mobile application tickets have been validated through the mobile ticketing validators. Init Innovations has provided warranty service since the completion of installation.

Discussion

Warranty coverage for the validators expires April 30, 2021. OCTA currently has 547 validators installed on existing fleet with an additional 34 spares in inventory. The warranty coverage includes maintenance of software, hardware, and central hosting services. The software warranty coverage includes version updates, feature upgrades, enhanced fare table management, system error correction through remote virtual private network, and the Init Innovations support line, which also includes 24-hour services for errors. The hardware warranty coverage includes parts repair for defective hardware or provides a direct unit replacement. These warranty services have been critical for the operation of the mobile ticketing solution. In order to maintain this comprehensive coverage, staff recommends the warranty period extension from May 1, 2021 through April 30, 2022, in the amount of \$136,608.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional services. On October 24, 2016, the Board approved the award of the agreement with Init Innovations. The original agreement was awarded on a competitive basis and includes a four-year initial term with four, one-year option terms for extended warranty in the amount of \$2,525,632. The initial term expires April 30, 2021. Amendments to the agreement are described in Attachment A.

The proposed Amendment No. 4 is to exercise the first option-term for extended warranty of the agreement effective May 1, 2021 through April 30, 2022. Amending this agreement will increase the maximum obligation by \$136,608, bringing the total contract value to \$2,899,087. The warranty pricing will remain as originally negotiated. Exercising the first option term will allow Init Innovations to continue providing warranty coverage for the existing fare collection mobile ticketing validators for an additional 12 months.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2020-21 Budget, Information System Department Account No. 1288-D3131-336-7612.

Summary

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-6-0942 between the Orange County

Transportation Authority and Init Innovations in Transportation, Inc., to exercise the first option-term in the amount of \$136,608, for extended warranty coverage of the fare collection mobile ticketing validators effective May 1, 2021 through April 30, 2022.

Attachment

A. Init Innovations in Transportation, Inc., Agreement No. C-6-0942 Fact Sheet

Prepared by:

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Department Manager Revenue Administration

(714) 560-5486

Approved by:

Andrew Oftelie

Chief Financial Officer

Finance and Administration

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Pia Veesapen

Director, Contracts Administration and

Materials Management

Pi-Varang-

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Init Innovations in Transportation, Inc. Agreement No. C-6-0942 Fact Sheet

- 1. October 24, 2016, Agreement No. C-6-0942, \$2,525,632, approved by the Board of Directors (Board).
 - Init Innovations in Transportation, Inc., to develop, host, license, and maintenance of a mobile ticketing application
 - Four-year initial term effective November 21, 2016 through April 30, 2021, with four, one-year option terms for the purchase and installation of electronic stand-beside readers to validate mobile tickets, as well as extended warranty
- 2. June 28, 2017, Amendment No. 1 to Agreement No. C-6-0942, \$27,853, approved by Contracts Administration and Materials Management Department (CAMM).
 - Amendment revised to add 550 custom horizontal mounts of PROXmobile devices
- 3. December 11, 2017, Amendment No. 2 to Agreement No. C-6-0942, \$0.00, approved by CAMM.
 - Change key personnel
 - Amendment to add CDCE, Inc., as a subcontractor to provide installation services
- 4. December 1, 2020, Amendment No. 3 to Agreement No. C-6-0942, \$208,994 approved by CAMM.
 - Include additional specifications to the scope of work for reader reconfigurations
- 5. February 22, 2021 Amendment No. 4 to Agreement No. C-6-0942, \$136,608, pending approval by Board.
 - Exercise the first option term of the Agreement for extended warranty. The first option term is effective May 1, 2021 through April 30, 2022

Total commitment to Init Innovations in Transportation, Inc., Agreement No. C-6-0942, \$2,899,087.





February 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: Amendment to Agreement for Renewable Natural Gas

Finance and Administration Committee Meeting of February 10, 2021

Present: Directors 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.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C 5 3636 between Orange County Transportation Authority and Element Markets Renewable Energy, LLC, to exercise the second two year option term, in the amount of \$9,500,000, to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program. This will increase the maximum obligation of the agreement to a total contract value of \$27,560,000.



February 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Renewable Natural Gas

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved an agreement with Element Markets Renewable Energy, LLC, to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program for a three-year initial term with two, two-year option terms. An amendment is required to exercise the second option-term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3636 between Orange County Transportation Authority and Element Markets Renewable Energy, LLC, to exercise the second two-year option-term, in the amount of \$9,500,000, to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program. This will increase the maximum obligation of the agreement to a total contract value of \$27,560,000.

Discussion

The Orange County Transportation Authority (OCTA) Board of Directors (Board) selected Element Markets Renewable Energy, LLC (Element Markets) to provide renewable natural gas and assist OCTA in managing two programs: the Low Carbon Fuel Standard (LCFS) generating LCFS credits at the state level and Renewable Fuel Standards (RFS) generating Renewable Identification Number (RIN) credits at the federal level.

California's LCFS Program was enacted to support the California Global Warming Solutions Act of 2006. The LCFS Program was designed to lower greenhouse gas emissions by requiring producers of petroleum-based fuels to reduce the carbon intensity of their transportation fuels. One of the ways that

producers of petroleum-based fuels can meet this requirement is to buy credits from entities who use low carbon fuels, such as OCTA.

As a consumer of natural gas for its bus operation, OCTA is able to receive revenue generated from its use of renewable natural gas based on programs at the state and federal level. The revenue OCTA receives from the sale of the credits, under these programs, more than covers the cost of the renewable natural gas required for fuel.

OCTA delegated its regulatory obligations to Element Markets to sell the LCFS and RIN credits and assume all responsibilities associated with LCFS and RFS program management, as well as regulatory and compliance issues. OCTA has steadily received revenue from the sales of these credits. As of November 1, 2020, OCTA has received approximately \$20.1 million from the sale of credits conducted by Element Markets since contract commencement.

Revenue received from the program is used to support bus operations. The cost for renewable natural gas in the same period through November 1, 2020, is approximately \$16 million. It is anticipated that the revenue generated from these programs will continue to fund the cost of renewable natural gas required as fuel for the OCTA fleet.

Procurement Approach

On March 14, 2016, the Board approved an agreement to provide natural gas and consulting services to manage the LCFS Program, for a three-year initial term, with two, two-year option-terms. This procurement was originally handled in accordance with the Board-approved policies and procedures for professional and technical services. The agreement was previously amended as described in Attachment A.

The first option-term of the agreement will expire March 31, 2021. The proposed amendment will exercise the second two-year option term for the purchase of natural gas and LCFS Program consulting services in the amount of \$9.5 million, to allow for a steady supply of natural gas over a 24-month period, starting April 1, 2021.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2020-21 Budget, Account No. 0030-D0001-F30-6381 and is funded through the general inventory fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3636 with Element Markets Renewable Energy, LLC, to exercise the second, two-year option term in the amount of \$9.5 million to provide renewable natural gas and consulting services for management of the Low Carbon Fuel Standard Program. This will increase the maximum obligation of the agreement to a total contract value of \$27,560,000.

Attachment

A. Element Markets Renewable Energy, LLC Agreement No. C-5-3636, Fact Sheet

Prepared by:

Ron Rojas Section Manager, Contracts Administration and Materials Management (714) 560-5781

Pia Veesapen

Director, Contracts Administration and Materials Management

(714) 560-5619

Approved by:

Andrew Oftelie
Chief Financial Officer
Finance and Administration

(714) 560-5649

Element Markets Renewable Energy, LLC Agreement No. C-5-3636 Fact Sheet

- 1. March 14, 2016, Agreement No. C-5-3636, \$7,810,000, approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board).
 - Agreement to provide renewable natural gas and consulting services for the management of the Low Carbon Fuel Standard Program (LCFS).
 - Initial term effective June 8, 2016 through May 31, 2019, with two, two-year option terms.
- 2. July 26, 2016, Amendment No. 1 to Agreement No. C-5-3636, \$0, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to contemplate the transfer and sale of LCFS credits generated by OCTA prior to contract execution.
- 3. October 3, 2016, Amendment No. 2 to Agreement No. C-5-3636, \$0, approved by CAMM.
 - Amendment to contemplate the transfer and sale of 2,000 additional LCFS credits generated by OCTA prior to contract execution.
- 4. June 14, 2017, Amendment No. 3 to Agreement No. C-5-3636, \$0, approved by CAMM.
 - Amendment to change the per-credit price of LCFS credits.
- 5. August 29, 2018, Amendment No. 4 to Agreement No. C-5-3636, \$0, approved by CAMM.
 - Amendment to add the sale of LCFS credits resulting from the use of renewable hydrogen.
- 6. September 21, 2018, Amendment No. 5 to Agreement No. C-5-3636, \$250,000, approved by CAMM.
 - Amendment to add funds to continue purchasing natural gas.
- 7. November 26, 2018, Amendment No. 6 to Agreement No. C-5-3636, \$10,000,000, approved by the Board.
 - Amendment to add \$2,000,000 in the initial term to continue purchasing natural
 gas.
 - Exercised the first option term effective April 1, 2019 through March 31, 2021 and increased the maximum obligation by \$8,000,000.

- 8. December 1, 2019, Amendment No. 7 to Agreement No. C-5-3636, \$0, approved by CAMM.
 - Amendment to revise key personnel and add biogas percentage.
- 9. February 22, 2021, Amendment No. 8 to Agreement No. C-5-3636, \$9,500,000 pending Board approval.
 - Amendment to add funds to continue purchasing natural gas and to exercise the second option term effective April 1, 2021 through March 31, 2023.

Total committed to Element Markets Renewable Energy, LLC, Agreement No. C-5-3636: \$27,560,000





February 22, 2021

To: Members of the Board of Directors

Andrea West, Interim Clerk of the Board North From:

Subject: Amendment to Agreement with First Transit, Inc., for the

Provision of Contracted Fixed-Route Service

Transit Committee Meeting of February 11, 2021

Directors Chaffee, Do, Jones, Sarmiento, Shaw, and Sidhu Present:

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Director Chaffee was not present to vote on this item.

Committee Recommendations

- Α. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc. to adjust the rates for the provision of contracted fixed-route OC Bus service, and increase the maximum reimbursement necessary to cover actual expenses due to the coronavirus pandemic an additional \$3,149,737, for an amount not to exceed \$4,969,679, from June 14, 2020 through May 31, 2021. In addition, authorize scope of work modifications to clarify performance expectations.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2020-2021, Operations Division Budget, in the amount of \$4,415,312.



February 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement with First Transit, Inc., for the Provision

of Contracted Fixed-Route Service

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route OC Bus service. Since March 23, 2020, as a result of the coronavirus pandemic, OC Bus fixed-route service has been significantly reduced. Because of the sustained operation of reduced service levels, and consistent with the terms of the agreement, First Transit, Inc. has requested an amendment to adjust the contract rates, and to be reimbursed for additional costs incurred as a result of the coronavirus pandemic. The Coronavirus Aid, Relief, and Economic Security Act of 2020, specifically provides for this relief with guidance from the Federal Transit Administration. Staff requests approval of an amendment to the agreement with First Transit, Inc., to adjust the contract rates for the service provided from June 14, 2020 through May 31, 2021, and to increase the amount of coronavirus pass-through funds by \$3,149,737.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc. to adjust the rates for the provision of contracted fixed-route OC Bus service, and increase the maximum reimbursement necessary to cover actual expenses due to the coronavirus pandemic an additional \$3,149,737, for an amount not to exceed \$4,969,679, from June 14, 2020 through May 31, 2021. In addition, authorize scope of work modifications to clarify performance expectations.

B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2020-2021, Operations Division Budget, in the amount of \$4,415,312.

Discussion

The Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to First Transit, Inc. (First Transit), to provide management, operations, and vehicle maintenance of contracted fixed-route service in March 2015. The original agreement was for an initial term of four years, with two, two-year option terms. The contract reimbursement structure includes both a fixed monthly rate and a variable hourly rate that are based on an assumed number of revenue vehicle hours (RVH) to be operated during each year of the contract.

The contract has been amended 11 times, most recently in June 2020 and December 2020, to provide financial relief because of coronavirus (COVID-19)-related impacts between March 22, 2020 and May 31, 2021. All amendments to this agreement are detailed in Attachment A.

In response to the COVID-19 pandemic, the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020 was established. The CARES Act provides funds to prevent, prepare for, and respond to the COVID-19 pandemic's impacts. With guidance from the Federal Transit Administration, this includes operating expenses defined as the costs necessary to operate, maintain, and manage a public transportation system, and other expenses such as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies.

In March 2020, OC Bus fixed-route service was reduced to Sunday service levels seven days a week, approximately 40 percent of service provided on weekdays prior to the COVID-19 pandemic. This reduced the amount of service provided by First Transit by more than 50 percent. In June 2020, OCTA restored OC Bus service to a Saturday service level six days a week, returning to roughly 60 percent of the weekday service levels provided pre-pandemic. This increased the level of service provided by First Transit to approximately 67 percent of the service they had provided pre-pandemic. The current service level, effective October 2020, provided a slight increase to the service provided by First Transit. The current service plan will retain October service levels through June 12, 2021.

Consistent with the agreement's scope of work, First Transit structured the monthly and hourly contract rates based on providing 660,000 annual RVH. Under

the current service plan, First Transit will provide approximately 415,000 RVH from June 14, 2020 through May 31, 2021 (the end of the first two-year option term). As a result of the significant decrease in the level of service provided, First Transit has requested an adjustment to the current contract rates as further outlined below; requests of this type are permitted within the terms of the contract.

Proposed Rate Adjustment: Following several months of negotiations, OCTA staff and First Transit have reached agreement on a proposed adjustment of the variable hourly rate for the current fiscal year from \$67.25 to \$69.90. The annual cost of this rate adjustment assuming 415,000 RVH is \$1.1 million. During contract rate negotiations, certain costs currently included in the variable hourly rate were identified as more appropriate to include in the fixed monthly rate. Shifting these costs from the variable rate to the fixed rate resulted in an increase to the fixed monthly rate from \$238,410 to \$246,122.

In addition to changes to the fixed monthly and hourly rates, additional COVID-19-related expenses were identified for the current operating year, estimated to be up to \$3,149,737. This amount, in addition to the \$1,819,942 previously authorized, totals \$4,969,679 of COVID-19-related expenses funded through the CARES Act. First Transit is responsible to provide detailed back-up documentation to justify the expenses related to COVID-19 impacts.

	Revenue Vehicle Hours	Fixed Monthly Rate	Variable Hourly Rate	Pass-Through Estimate for COVID-19 costs
Existing Rates	660,000	\$238,410	\$67.25	COVID-13 COSES
CARES Act Pass-Through Previously Approved				\$1,819,942
RECOMMENDATION:				
Proposed Rates	415,000	\$246,122	\$69.90	
Additional CARES Act Pass-Through				\$3,149,737
Total CARES Act Pass-Through				<u>\$4,969,679</u>

Rather than adjust the hourly or monthly rate with costs that are COVID-19-related and temporary, it is prudent to separate these costs. COVID-19-related costs will be reimbursed with CARES Act funds following a careful review of actual costs incurred by First Transit. Keeping COVID-19-related costs separate from the hourly and monthly rates will continue to provide OCTA with a rate structure based on ongoing operational expenses.

Proposed Scope of Work Clarifications: Attachment B provides a list of scope of work, or contract language revisions, in order to clarify the performance standards implemented with the associated penalties and incentives. The revision to the on-time performance standard was included by staff. The preventive maintenance revision was developed by staff in response to First Transit's request for greater clarity regarding the penalties. First Transit requested a discontinuation of lost time deductions and missed trips that occur because of factors verifiably beyond the contractor's control. In addition, staff included contract language defining compensation for providing unscheduled service at OCTA's request, such as bus bridges for Metrolink rail service. Although payment for this type of service is not explicitly included in the scope of work, First Transit has, on occasion, been dispatched to provide this service, and the revised language ensures the contract language reflects on-going practices.

Staff will adjust oversight procedures to adapt to the revised preventive maintenance penalty, and to incorporate documentation of the instances where lost service time or missed trips are determined to be beyond the contractor's control.

Next Steps: The current agreement with First Transit expires on May 31, 2021. At this time, staff anticipates returning to the Board before that time to request approval of the remaining two-year option term. If approved, the final two-year option term will extend the current agreement through May 31, 2023.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services.

The proposed Amendment No. 12 includes the negotiated rates for the reduced service level as a result of the COVID-19 pandemic, effective June 14, 2020 through May 31, 2021, as well as the estimated additional pass-through reimbursement of COVID-19-related expenses incurred from June 14, 2020 through May 31, 2021.

OCTA staff from the Contracts Administration and Materials Management, Financial Planning and Analysis, and Bus Operations departments have reviewed all itemized expenses and found the adjusted rates and the estimated pass-through amount to be fair and reasonable.

Fiscal Impact

Funds required to accommodate the changes to the fixed and variable rate, as outlined in Amendment No. 12, can be accommodated within OCTA Fiscal Year 2020-21 Operations Division expense budget and will be funded with Local Transportation Funds.

The pass-through portion of the amendment totals a not-to-exceed amount of \$4,969,679. This amount is required to pay for COVID-19-related expenses incurred from June 14, 2020 through May 31, 2021 and will be fully reimbursable via the CARES Act. A portion of the total pass-through amount will require a budget amendment. As a result, staff requests approval of a budget amendment to the OCTA Fiscal Year 2020-21 Operations Division expense and revenue budget in the amount of \$4,415,312.

Summary

Staff requests Board authorization for the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1737 between OCTA and First Transit to allow the contractor a rate modification in the current term effective June 14, 2020 through May 31, 2021, authorize reimbursement of an additional \$3,149,737, for a total amount not-to-exceed \$4,969,679 for COVID-19-related costs (separated from the rate modification), and authorize scope of work revisions as noted. Secondly, approve an amendment to the OCTA Fiscal Year 2020-21, Operations Division expense and revenue budget, in the amount of \$4,415,312.

Attachments

- A. First Transit, Inc., Agreement No. C-4-1737 Fact Sheet
- B. First Transit, Inc., Agreement No. C-4-1737 Proposed Scope of Work Revisions

Prepared by:

Eileen Bruggeman Section Manager III

Contracted Services, Operations

714-560-5846

Jennifer L. Bergener

Chief Operating Officer, Operations/
Deputy Chief Executive Officer

714-560-5462

Pia Veesapen

Director, Contracts Administration and Materials Management

714-560-5619

First Transit, Inc. Agreement No. C-4-1737 Fact Sheet

- 1. March 23, 2015, Agreement No. C-4-1737, \$143,487,171, approved by the Board of Directors (Board).
 - Agreement to provide all management and operation of contracted fixedroute, StationLink, and express bus service.
 - Initial term effective June 1, 2015 through May 31, 2019, with two, two-year option terms.
- 2. October 26, 2015, Amendment No. 1 to Agreement No. C-4-1737, \$0, approved by Contracts Administration and Materials Management Department (CAMM).
 - Amendment to reimburse for costs associated with start-up of the operation.
 - Reimbursement costs for the start-up of the operation were included as part of the original agreement.
- 3. May 23, 2016, Amendment No. 2 to Agreement No. C-4-1737, \$3,476,956, approved by the Board.
 - Amendment to transfer the management and operation of the iShuttle service to First Transit, Inc., on June 13, 2016.
- 4. November 14, 2016, Amendment No. 3 to Agreement No. C-4-1737, \$1,838,402, approved by the Board.
 - Amendment to accommodate the operation of additional community circulator services through the Measure M2, Project V program.
- 5. April 10, 2018, Amendment No. 4 to Agreement No. C-4-1737, \$286,021, approved by CAMM.
 - Amendment to update the price summary to capture the original contract amount and subsequent addenda.
- 6. April 26, 2018, Amendment No. 5 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to revise exhibit A, scope of work, related to assessment of penalties, performance of repair, and/or replacement of major mechanical components.

1

- 7. June 25, 2018, Amendment No. 6 to Agreement No. C-4-1737, \$383,744, approved by the Board.
 - Amendment to increase service to accommodate the expansion of the iShuttle service.
- 8. November 2, 2018, Amendment No. 7 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to update First Transit key personnel assigned to the local management team.
- 9. November 12, 2018, Amendment No. 8 to Agreement No. C-4-1737, \$87,126,726, approved by the Board.
 - Amendment to exercise the first two-year option term to extend the current agreement through May 31, 2021.
- 10. June 24, 2019, Amendment No. 9 to Agreement No. C-4-1737, \$6,544,810, approved by the Board.
 - Amendment to increase the contract value to accommodate a wage increase for coach operators, dispatchers, road supervisors, and trainers.
- 11. June 22, 2020, Amendment No. 10 to Agreement No. C-4-1737, \$1,750,555, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the novel coronavirus pandemic effective March 23, 2020 through June 13, 2020.
- 12. December 14, 2020, Amendment No. 11 to Agreement No. C-4-1737, \$1,819,942, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the coronavirus pandemic effective June 14, 2020 through May 31, 2021.
- 13. February 22, 2021, Amendment No. 12 to Agreement No. C-4-1737, \$0.00, pending approval by the Board.

Total committed to First Transit, Inc., Agreement No. C-4-1737: \$246,142,285.

First Transit, Inc. Agreement No. C-4-1737 Proposed Scope of Work Revisions

Effective June 14, 2020 unless otherwise noted

A. Performance Metrics Clarifications

- 1. On Time Performance (OTP) effective December 1, 2020 As detailed in the Quarterly Performance Measures Report that was transmitted to the Board of Directors in October 2020, the performance standard methodology to calculate the OTP has been modified to include early departures from scheduled time points to provide a more thorough overall measure of OTP. To keep data consistent throughout the fiscal year, effective July 1, 2020, with the inclusion of both early and late trips in the calculation, the OTP performance standard was adjusted from 85 percent to 80 percent. The contractor was notified of this performance standard change in September 2020 and was provided a sixty-day period before the new standard would become effective for purposes of calculating performance penalties/incentives earned under this agreement. To memorialize this change in the agreement, the language below is proposed to be included in the amendment under consideration:
 - Amend Scope of Work, SECTION12: PERFORMANCE STANDARDS, page 48
 - On Time Performance (OTP) Standard delete 85 percent and insert 80 percent,
 - Under OTP Incentive delete above 86 percent and insert above 81 percent, and
 - Under OTP Penalty delete below 84 percent and insert below 79 percent.

2. Preventive Maintenance.

There are penalties in the Scope of Work (SOW) to encourage the timely conduct of preventive maintenance inspections. In the event a vehicle is in operation past the interval at which a preventive maintenance inspection is due, a penalty is assessed. Page 49 of the SOW lists the Preventive Maintenance performance standard of 100 percent of PMIs done within required intervals, with a Penalty of \$100 per day for each vehicle operated after scheduled PMI, and \$200 per day for vehicles operated more than three days or 500 miles past the scheduled PMI interval. In addition, on page 18 of the SOW, a sentence states that a vehicle out of compliance with the preventive maintenance standards may result in nonpayment of the service hours operated by that vehicle from the time the preventive maintenance was due.

After an evaluation of recent contractor performance in this area, a review of similar penalties at peer agencies, and a review of Federal Transit Administration recommended guidelines, the following revisions are recommended in response to the contractor's request and to provide clarity of preventive maintenance penalties in this agreement. An increase in the frequency of penalties is not anticipated.

- Amend Scope of Work, Vehicle Fleet and Vehicle Maintenance Program, A.
 Preventive Maintenance, page 18, second paragraph from top, delete final
 sentence: "Failure to comply with these standards may result in nonpayment of
 the service hours operated by that vehicle from the time the last inspection was
 due, along with any penalties as specified in the SOW."
- Amend Scope of Work, SECTION 12: PERFORMANCE STANDARDS, page 49, Preventive Maintenance Penalty to retain the existing penalties, and add the following sentence: "In addition, nonpayment of the service hours shall apply at such time Contractor's PMI maintenance program falls below 90 percent of ontime compliance."

B. Perform Other Work as Directed by OCTA

Due to unexpected circumstances, decisions were made administratively to request the Contractor provide unscheduled service. This would include providing Metrolink Bus Bridges, the recent evacuation of the base due to the Silverado fire, and the request to provide unscheduled tripper service to ensure appropriate social distancing on-board OC Bus vehicles in response to the coronavirus pandemic. In all cases, the Contractor has been compensated using the revenue vehicle hour rate from the time the vehicle departed the base until it returned to the base (gate to gate). Currently, the agreement is silent on how to provide compensation for such unplanned requests. The language proposed to be included in this amendment will memorialize how payment for the provision of such a service. Based on the premise that such payments will be for unscheduled service, it is not feasible to estimate future costs. The amendment provides documentation of the authorized method of payment for requests that are operational necessities.

• Amend Contract, Article 6. PAYMENT, Page 5 of 32, to rename Sections C and D, as D and E, respectively, and insert as C: "AUTHORITY shall pay CONTRACTOR a variable rate for the provision of unscheduled service at the direction of AUTHORITY, based on the time a vehicle leaves base to when the vehicle returns to base. Unscheduled service at the direction of the AUTHORITY is inclusive of such requests as additional unscheduled service provided in support of scheduled routes, emergency response, bridge service and similar."

C. <u>Compensation</u>

This amendment would further clarify the definition of the revenue vehicle hour (RVH) in the agreement, which defines the conditions under which the Contractor would be paid. Billable hours are defined in the agreement as RVHs. Per Article 7, RVHs are when a vehicle is available to transport passengers within the Contractor's established hours of service (schedule), including layover time. However, there are times a vehicle is unable to provide service during scheduled service hours for reasons beyond the Contractor's control. Instances beyond the Contractor's control may include mechanical breakdowns and accidents only when classified by OCTA to be non-preventable, on-board passenger incidents, police activity, and heavy traffic not anticipated in the scheduling process. For these instances, only incidents that could be confirmed/verified through an independent means, such as Transit Police Services, Central Communications log, automated vehicle location (AVL) reports, traffic reports, or similar, would be eligible for consideration to be compensated. Instances within the Contractor's control such as preventable mechanical failures, preventable accidents, driver errors, manpower shortages, and equipment shortages, would not be eligible for consideration.

The current maximum obligation assumes an estimated number of RVH based on the service schedule developed by OCTA. Clarification of the RVH definition as proposed would likely increase the amount of RVH paid to the contractor, but ineligible expenses time would be deducted as it is currently. Based on a review of three (3) sample months after the June service change, the amount of lost time deductions and missed trip penalties would have been reduced by less than \$1,500 per month with removal of incidents that were due to factors beyond the contractor's control.

In a manner that is similar to the process used to deduct ineligible RVHs from each invoice, OCTA staff will implement a process using independent sources of information to verify and approve payment of the RVHs impacted by elements that are truly beyond the Contractors control.

 Amend Contract, ARTICLE 7. REVENUE VEHICLE HOURS, page 7 of 32, to add the following: "When passenger service is not provided for part or whole of a route due to verifiable factors beyond the CONTRACTOR's control, the service time as defined by scheduled start time for a route to end of a scheduled route shall be paid to the CONTRACTOR and shall not be subject to penalties."





February 22, 2021

Members of the Board of Directors To:

Andrea West, Interim Clerk of the Board Number From:

Subject: Agreement for Enterprise Asset Management System

Transit Committee Meeting of February 11, 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 Recommendations

Α. Approve the selection of 21Tech LLC as the firm to provide an enterprise asset management system.

B. Authorize the Chief Executive Officer to negotiate and execute No. C-0-2272 between Agreement the Orange County Transportation Authority and 21Tech LLC, in the amount of \$5,061,529, to provide an enterprise asset management system for a seven-year initial term with two, two-year option terms.



February 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Enterprise Asset Management System

Overview

The Orange County Transportation Authority requires the services of a firm for the licenses, implementation, maintenance, and support of an enterprise asset management system. A competitive procurement has been conducted and offers 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 an enterprise asset management system.

Recommendations

- A. Approve the selection of 21Tech LLC as the firm to provide an enterprise asset management system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2272 between the Orange County Transportation Authority and 21Tech LLC, in the amount of \$5,061,529, to provide an enterprise asset management system for a seven-year initial term with two, two-year option terms.

Discussion

The Orange County Transportation Authority (OCTA) owns and maintains a variety of assets that are managed using an enterprise asset management (EAM) system. OCTA has utilized the current system, Ellipse, since 2007. Some of the major assets managed in this system include five maintenance and operating bases, one park-and-ride facility, and six multimodal transportation centers totaling 56 buildings and structures. Eight streetcars and one central communications facility will be added in the near future. Rolling stock assets include 778 revenue vehicles and 155 non-revenue vehicles. The Ellipse system is primarily used by the Maintenance department and Contracts Administration

and Materials Management (CAMM) to support management maintenance, repair of rolling stock and facilities, materials and inventory management, warranty management, inventory replenishment, and defect tracking, as well as procurement and integration with financial processes.

The Ellipse system no longer meets the business needs of OCTA. It lacks functionality required by OCTA to properly manage asset activities and is not able to be upgraded to meet those needs. In July 2016, the Federal Transit Administration published the Transit Asset Management (TAM) Final Rule [49 CFR 625] requiring greater oversight and reporting of the state of good repair of capital assets. In September 2018, in compliance of this rule, OCTA adopted a TAM plan. Coinciding with the TAM Final Rule, there are new requirements for National Transit Database Annual Reporting, as well. These reporting functions are unavailable in the Ellipse system and are completed manually outside the system. The Ellipse system also lacks the functionality to capture the true cost of ownership of rolling stock, such as buses and non-revenue vehicles. A greater level of cost detail is required to strategically implement lean maintenance efforts in terms of reducing equipment maintenance costs and maximizing labor utilization. Furthermore, upgrades to the Ellipse system have not resulted in a product that can meet OCTA's asset management requirements and staff is concerned about the long-term cost and viability of the Ellipse system.

A request for information (RFI) was released in December 2019 for firms to provide information regarding their available products or customized solutions in order to meet OCTA's asset management requirements. Eight responses were received to the RFI and based on a review of these alternative EAM systems, staff recommended a replacement of its current Ellipse system to meet OCTA's current and future asset management needs. A new EAM system will provide the functionality needed for OCTA to meet yearly regulatory reporting requirements without additional manual processes as well as provide asset total cost of ownership and effective maintenance management. A new EAM system can also provide analytics for predictive maintenance to ensure OCTA has more accurate forecasting data, such as asset condition scoring readily accessible by management for improved decision making and regulatory reporting. Additionally, a new EAM system will improve operational effectiveness and efficiency in the management of assets, inventory, operations, and maintenance.

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

comprehensive overall proposal considering such factors as prior experience performing similar projects, staffing and project organization, work plan, as well as cost and price.

On June 8, 2020, the Board approved the release of Request for Proposals (RFP) 0-2272, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on June 8 and 15, 2020, and a pre-proposal conference was held on June 15, 2020. Three addenda were issued to respond to questions and address administrative matters related to the RFP.

On July 22, 2020, 13 proposals were received. An evaluation committee comprised of OCTA staff from the CAMM, Accounting and Financial Reporting, and Information Systems departments, as well as an external consultant, met to review all proposals received. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

•	Qualifications of the Firm	25 percent
•	Staffing and Project Organization	20 percent
•	Work Plan	35 percent
•	Cost and Price	20 percent

Qualifications of the firm was weighted at 25 percent to ensure the firm has prior experience with the implementation, maintenance, and support of an EAM system as outlined in the scope of work. Staffing and project organization was weighted at 20 percent to ensure the firm's staff has the requisite expertise for completing projects of similar size and complexity. Work plan was weighted the highest at 35 percent to ensure the firm's approach and EAM system meet OCTA's asset management requirements. Cost and price was weighted at 20 percent to ensure OCTA receives value for the services provided.

On August 12, 2020, the evaluation committee reviewed the 13 proposals based on the evaluation criteria and short-listed the four most qualified firms listed below in alphabetical order:

Firm and Location

21Tech LLC (21Tech) Walnut Creek, California

Electronic Data, Inc. (EDI) St. Petersburg, Florida Infor Public Sector, Inc. (Infor)
Lake Forest, California

Trapeze Software Group, Inc. (Trapeze)
Cedar Rapids, Iowa

On September 2 and 3, 2020, the evaluation committee conducted interviews with the four short-listed firms. The interviews consisted of a demonstration of the proposed EAM system to assess the functionality of the system in meeting OCTA's asset management requirements. In addition, the firms' key team members had an opportunity to present their qualifications and respond to evaluation committee's questions. Questions were asked relative to the firms' approach for the implementation and maintenance of the proposed EAM system. as well as mobile application, interfacing, and data conversion efforts. Each team was also asked specific clarification questions related to their proposal. At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to the four short-listed firms to clarify staffing, EAM system requirements, and pricing. Upon receiving the BAFOs, the evaluation committee requested an additional system demonstration from three of the short-listed firms. A request for an additional system demonstration was not made of the fourth short-listed firm as it was determined by the evaluation committee that its EAM system would not meet the same level of requirements as those of the other three short-listed firms.

After considering the system demonstrations and responses to the questions asked during the interviews, as well as information provided in the BAFO, the evaluation committee reviewed the preliminary ranking for the four short-listed firms and made adjustments to individual scores. As a result, the ranking of the firms changed.

Based on evaluation of the written proposals, as well as the information obtained from the interviews and BAFOs, the evaluation committee recommends 21Tech for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The four short-listed firms demonstrated relevant experience and qualifications related to providing an EAM system.

Founded in 1996, 21Tech is headquartered in Walnut Creek, California, and has prior experience in implementing EAM systems for public transit agencies, including the Los Angeles County Metropolitan Transportation Authority,

Southern California Regional Rail Authority, San Francisco Municipal Transportation Agency, and Kansas City Area Transit Authority. Additionally, the firm has previously performed work of a similar nature by migrating a transit agency's existing Ellipse system to a new EAM system. 21Tech's references reported that they were satisfied with 21Tech's performance, and the proposal highlights the firm's ability to provide the services outlined in the scope of work. During the interview, 21Tech provided responses to the evaluation committee's questions related to its prior experience in implementing and maintaining an EAM system.

Trapeze's prior experience is focused exclusively on the transit sector, and the firm has prior experience in implementing an EAM system for public transit agencies, including the Metropolitan Atlanta Rapid Transit Authority, Massachusetts Bay Transportation Authority, and Southeastern Pennsylvania Transportation Authority. Additionally, the firm has previously performed work of a similar nature by migrating a transit agency's existing Ellipse system to a new EAM system. The references provided by the firm reported that they were satisfied with the firm's performance, and the proposal highlights its ability to provide the services outlined in the scope of work. During the interview, Trapeze provided responses to the evaluation committee's questions related to its prior experience in implementing and maintaining an EAM system.

The remaining two short-listed firms have prior experience in the EAM industry. The firms have previously performed work of a similar nature for public agencies, including Miami-Dade County and Los Angeles World Airports. The references provided by the firms reported that they were satisfied with each firm's performance, and the proposals highlight their ability to provide the services outlined in the scope of work. During the interview, the firms provided responses to the evaluation committee's questions related to their prior experience in implementing and maintaining an EAM system.

Staffing and Project Organization

All four short-listed firms proposed experienced key personnel with relevant expertise performing similar work.

21Tech proposed a project manager with over 25 years of experience and a principal consultant with over 30 years of experience in implementing and maintaining an EAM system. In addition, the proposed project manager has completed two major EAM system implementations in the past three years, including the migration of a transit agency's existing Ellipse system to a new EAM system. The project team members have successfully worked together on other similar projects, and 21Tech proposed adequate staff availability for this

effort. During the interview, the project team discussed their respective roles and process for the implementation, maintenance, and support of their EAM system. In addition, the project team provided clear responses to the evaluation committee's questions and demonstrated a comprehensive understanding of OCTA's requirements, leading the evaluation committee to determine that 21Tech's team was the most qualified in completing this project.

The other three short-listed firms proposed qualified staff and experienced project teams. The proposed project manager from the respective firms each have over 20 years of experience in implementing and maintaining an EAM system. The firms demonstrated they have staffing available with relevant capabilities and skill sets required to accomplish a project of this size and magnitude. During the interview, the project teams discussed their roles and process for the implementation, maintenance, and support of their respective EAM systems and responded to the evaluation committee's questions.

Work Plan

The work plans proposed by the four short-listed firms provided an approach to implementing and maintaining an EAM system, as well as addressed the functionality of the EAM system in meeting OCTA's asset management needs.

21Tech demonstrated its ability to accomplish the project objectives and overall schedule by providing a detailed approach for how it would complete the tasks, deliverables, and project milestones identified in the scope of work, including the two-year timeline for completing the implementation. The firm addressed special issues that are likely to be encountered during the project and methods to ensure quality control. During the interview, 21Tech provided detailed and thorough responses to the evaluation committee's questions concerning the approach for implementing and maintaining an EAM system, and the proposed project team exhibited strong team cohesion to ensure successful completion of the project. 21Tech also provided a superior demonstration of the proposed EAM system's functionality in meeting OCTA's asset management needs. The firm's EAM system can provide the functionality currently lacking in OCTA's Ellipse system, such as meeting yearly reporting requirements without additional manual processes, as well as identifying the total cost of ownership and maintenance. In addition, 21Tech demonstrated the proposed EAM system's ability to provide analytics for predictive maintenance and condition monitoring to ensure OCTA has more accurate forecasting data. Furthermore, the mobile application version of the EAM system is user-friendly and capable of meeting the day-to-day needs of maintenance and materials management staff.

The work plans proposed by the remaining three short-listed firms demonstrated their abilities to accomplish the project objectives and overall schedule by providing an approach for how they would complete the tasks, deliverables and project milestones identified in the scope of work, including the two-year timeline for completing the implementation. The firms addressed special issues that are likely to be encountered during the project and methods to ensure quality control. During the interviews, the firms provided responses to the evaluation committee's questions concerning the approach for implementing and maintaining an EAM system. In addition, the firms provided a demonstration of their EAM system's functionality in meeting OCTA's asset management needs, including functionality currently lacking in OCTA's Ellipse system.

Cost and Price

Pricing includes licenses, implementation, maintenance, and support for the EAM system. Pricing scores were based on a formula which assigned the highest score to the lowest total firm-fixed price for the tasks to be completed and scored the other proposals' total firm-fixed prices based on their relation to the lowest total firm-fixed price. 21Tech's proposed price was competitive among all the proposing firms and lower than the independent cost estimate prepared by the OCTA project manager.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, as well as the information obtained from the interviews and BAFOs, the evaluation committee recommends the selection of 21Tech as the top-ranked firm to provide an EAM system. 21Tech delivered a proposal and interview that were responsive to all the requirements of the RFP.

Fiscal Impact

OCTA's Fiscal Year 2020-21 Approved Budget includes the costs associated with this project, Finance and Administration Division, Accounts 1285-9028-A5359-OR5 and 1285-7519-A5359-1FI.

Summary

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2272 between the Orange County Transportation Authority and 21Tech LLC, in the amount of \$5,061,529, to provide an enterprise asset management system for a seven-year initial term with two, two-year option terms.

Attachments

- A. Review of Proposals RFP 0-2272 Enterprise Asset Management System
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 0-2272: Enterprise Asset Management System
- C. Contract History for the Past Two Years RFP 0-2272: Enterprise Asset Management System

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Pia Veesapen

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Jennifer L. Bergener

Deputy Chief Executive Officer/

Chief Operating Officer, Operations

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Review of Proposals
RFP 0-2272 Enterprise Asset Management System
Presented to Transit Committee - February 11, 2021
13 proposals were received, 4 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price		
1	86	21Tech LLC Walnut Creek, California	Infor Public Sector, Inc.	Highest-ranked firm overall. Experience in implementing, maintaining and supporting an enterprise asset management system (EAM) system for public transit agencies. Performed work of a similar nature by migrating a transit agency's existing Ellipse system to an EAM system. Proposed project manager has over 25 years of experience and principal consultant has over 30 years of experience. Proposed project manager has completed two major EAM system implementations in the past three years, including an Ellipse migration. Demonstrated a comprehensive understanding of the requirements included in the scope of work. Provided a superior demonstration of the proposed EAM system's functionality in meeting the Orange County Transportation Authority's (OCTA) asset management requirement programment requirement specific proposed EAM system's functionality in meeting the Orange County Transportation Authority's (OCTA) asset management requirements possible responses from references. Proposed a competitive total firm-fixed price.	Initial Term First Option Term Second Option Term Total	\$5,061,529 \$881,892 \$934,806 \$6,878,227	
2	84	Trapeze Software Group, Inc. Cedar Rapids, Iowa	None	Second-ranked firm overall. Experience in implementing, maintaining and supporting an EAM system for public transit agencies. Proposed project manager has over 25 years of experience. Demonstrated an understanding of the requirements included in the scope of work. Provided a detailed approach for completing the tasks, deliverables and project milestones. Provided a demonstration of the proposed EAM system's functionality in meeting OCTA's asset management requirements. Presented approach to completing the implementation and answered questions during the interview. Received positive responses from references. Proposed the lowest total firm-fixed price.	Initial Term First Option Term Second Option Term Total	\$4,623,351 \$839,545 \$900,561 \$6,363,457	
3	81	Infor Public Sector, Inc. Lake Forest, California	None	Third-ranked firm overall. Experience in implementing, maintaining and supporting an EAM system for public transit agencies. Proposed project manager has over 20 years of experience. Demonstrated an understanding of the requirements included in the scope of work. Provided a detailed approach for completing the tasks, deliverables and project milestones. Provided a demonstration of the proposed EAM system's functionality in meeting OCTA's asset management requirements. Presented approach to completing the implementation and answered questions during the interview. Received positive responses from references. Proposed a competitive total firm-fixed price.	Initial Term First Option Term Second Option Term Total	\$5,597,109 \$765,373 \$811,984 \$7,174,466	
4	77	Electronic Data, Inc. St. Petersburg, Florida	WSP USA, Inc. Projetech, Inc. ActiveG	Fourth-ranked firm overall. Experience in implementing, maintaining and supporting an EAM system for public transit agencies. Proposed project manager has over 20 years of experience. Demonstrated an understanding of the requirements included in the scope of work. Provided a detailed approach for completing the tasks, deliverables and project milestones. Provided a demonstration of the proposed EAM system's functionality in meeting OCTA's asset management requirements. Presented approach to completing the implementation and answered questions during the interview. Received positive responses from references. Proposed a competitive total firm-fixed price.	Initial Term First Option Term Second Option Term Total	\$5,206,248 \$637,531 \$663,287 \$6,507,066	

Evaluation Panel: (5 members)	Proposal Criteria	Weight Factors
Internal		
Contracts Administration and Materials Management (1)	Qualifications of the Firm	25%
Maintenance (1)	Staffing and Project Organization	20%
Accounting and Financial Reporting (1)	Work Plan	35%
Information Systems (1)	Cost and Price	20%
External		
Intratek (1)		

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms) RFP 0-2272: Enterprise Asset Management System

21Tech LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	5	20.0
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4	18.0
Work Plan	4.5	4.0	4.5	4.0	4.0	7	29.4
Cost and Price	4.6	4.6	4.6	4.6	4.6	4	18.4
Overall Score	87.9	84.4	87.9	84.4	84.4		86

Trapeze Software Group, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	5	21.0
Staffing/Project Organization	3.5	4.0	4.0	4.0	4.0	4	15.6
Work Plan	3.5	4.0	4.0	4.0	4.0	7	27.3
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	78.5	86.5	84.0	86.5	84.0		84

Infor Public Sector, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	5	20.0
Staffing/Project Organization	4.0	4.0	4.0	3.5	4.0	4	15.6
Work Plan	4.0	3.5	4.0	4.0	4.0	7	27.3
Cost and Price	4.4	4.4	4.4	4.4	4.4	4	17.6
Overall Score	81.6	78.1	81.6	79.6	81.6		81

Electronic Data, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	3.5	3.5	3.5	5	17.5
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	4	14.0
Work Plan	4.0	3.5	3.5	4.0	3.5	7	25.9
Cost and Price	4.9	4.9	4.9	4.9	4.9	4	19.6
Overall Score	79.1	75.6	75.6	79.1	75.6		77

Range of scores for non-short-listed firms was 35 to 59.

CONTRACT HISTORY FOR THE PAST TWO YEARS RFP 0-2272: Enterprise Asset Management System

Prime and Subconsultants	No.		Contract Start Date	Contract End Date	Subconsultant Amount		Contract nount
21Tech LLC							
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$	-
Subconsultants: None						└	
					Subtotal:	\$	-
Electronic Data, Inc.							
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$	-
Subconsultants: None							
					Subtotal:	•	
Infor Public Sector, Inc.					oubtotai.	Ψ	
Contract Type: Firm-Fixed Price	A45465	Annual Maintenance and Support for Lawson Software Application	Aguust 1, 2020	July 31, 2021	N/A	\$	130,643
Subconsultants: None			j	,			,
		Annual Maintenance and Support for Lawson 9 Information Certified					
Contract Type: Firm-Fixed Price	A44885	Systems	July 1, 2020	June 30, 2021	N/A	\$	52,000
Subconsultants: None							
Contract Type: Firm-Fixed Price	A45381	Emergency Support Services	July 1, 2020	June 30, 2021	N/A	\$	18,000
Subconsultants: None							
Transpa Saftwara Crawn Inc					Subtotal:	\$	200,643
Trapeze Software Group, Inc. Contract Type: Firm-Fixed Price	C-5-3822	EZ Wallet Software	June 20, 2016	June 30, 2025	N/A	\$	349,850
Subconsultants: None	C-3-3622	EZ Wallet Software	Julie 20, 2016	Julie 30, 2023	IN/A	- P	349,650
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Contract Type: Firm-Fixed Price	C-9-0008	Upgrade Paratransit Scheduling/Dispatch Software	May 4, 1999	June 30, 2023	N/A	\$	642,838
Subconsultants: None	0.0.0405	T D: (0.6 M.)	1 44 0000	D 04 0004	N1/A		404.050
Contract Type: Firm-Fixed Price	C-0-2125	Trapeze Drivermate Software Modules	June 11, 2020	December 21, 2021	N/A	\$	104,356
Subconsultants: None						Ļ	
Contract Type: Firm-Fixed Price	C-9-1008	Vanpool Database and Reporting Software	May 29, 2019	June 30, 2021	N/A	\$	131,423
Subconsultants: None							
Contract Type: Firm-Fixed Price	C-9-1385	Trapeze Drivermate One Year Maintenance	May 28, 2019	June 30, 2022	N/A	\$	110,600
Subconsultants: None	0.0.4400	T N/D M:	1 00 0010	1 00 0000	N1/A		40.005
Contract Type: Firm-Fixed Price Subconsultants: None	C-9-1426	Trapeze IVR Migration	June 20, 2019	June 30, 2020	N/A	\$	16,925
	A46724	Annual Cumpert and Maintenance for Transpa Dags Wah	lamuami 1, 2021	Dagambar 22, 2024	N/A	•	22.240
Contract Type: Firm-Fixed Price Subconsultants: None	A40724	Annual Support and Maintenance for Trapeze Pass Web	January 1, 2021	December 23, 2021	IN/A	\$	33,319
Contract Type: Firm-Fixed Price	A45863	Annual Trapeze Software Renewals	October 1, 2020	September 30, 2021	N/A	\$	404,574
Subconsultants: None	A45005	Allitual Trapeze Sultware Nellewais	OCIODEI 1, 2020	September 30, 2021	IN/A	Ψ	404,574
Contract Type: Firm-Fixed Price	A45276	Annual Support and Maintenance for Trapeze PASS CERT	July 1, 2020	June 30, 2021	N/A	\$	10,300
Subconsultants: None	7110270	7 miles. Capport and Maintonando for Trapozo i 7100 OEITI	001y 1, 2020	34110 00, 2021	13// 1	Ť	10,000
					Subtotal:	\$	1,804,185





February 22, 2021

To: Members of the Board of Directors

Andrea West, Interim Clerk of the Boald North From:

Subject: Draft June 2021 Bus Service Change Update

Transit Committee Meeting of February 11, 2021

Present: Directors Chaffee, Do. Jones, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Director Chaffee was not present to vote on this item.

Committee Recommendations

- Α. Direct staff to implement a public outreach program on the June 2021 Bus Service Change and solicit feedback for the development of the fiscal year 2021-22 Bus Service Plan.
- B. Direct staff to return to the Board of Directors with outreach results in April 2021.

Committee Discussion

At the February 11, 2021 Transit Committee meeting, there was discussion among the committee members regarding outreach for the June 2021 bus service change, and the need to make sure that all customers and communities (including those that can be difficult to reach) are made aware of the opportunities to provide feedback. Staff noted that the outreach plan will use multilingual and multifaceted communication efforts that include advertising; information inside the buses; virtual community meetings; multilingual telephone hot lines; digital communications; news media, city and community organizations tools. More detail on the specific outreach efforts will be included in the Board of Directors item scheduled for February 22, 2021.



February 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Draft June 2021 Bus Service Change Update

Overview

Based on Federal Transit Administration Title VI requirements, the 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 have been in place for 12 months or longer. In response to the coronavirus pandemic, an emergency bus service change was implemented in March 2020, it was subsequently refined in June and October 2020, and remains in place as of February 2021. To meet these requirements, a public hearing is planned for April 2021, and recommendations are presented to the Board of Directors to initiate this process.

Recommendations

- A. Direct staff to implement a public outreach program on the June 2021 Bus Service Change and solicit feedback for the development of the fiscal year 2021-22 Bus Service Plan.
- B. Direct staff to return to the Board of Directors with outreach results in April 2021.

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 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 coronavirus (COVID-19) and correlating public health guidance.

Based on these factors, service levels were adjusted to provide a baseline 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 change. The current state of the COVID-19 pandemic continues to have a negative impact on bus ridership. Therefore, the June 2021 service change will continue the service that OCTA is currently operating. Additional bus trips and trippers (unscheduled extra buses on busier routes) will continue to be operated, as needed, based on social distancing requirements.

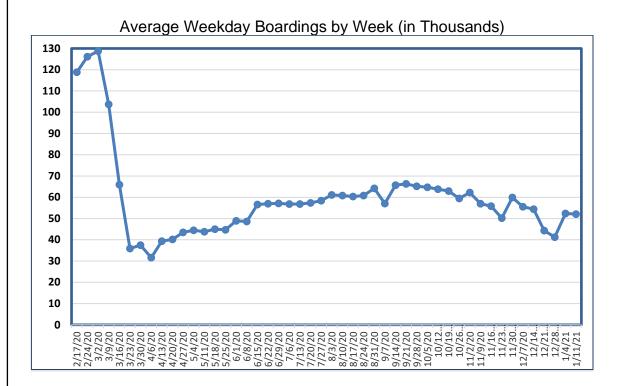
Federal Requirements

OC Bus routes have been operating under a public health emergency since the initial service changes went into effect in March 2020. The Federal Transit Administration (FTA) allows transit agencies to implement necessary service changes on a temporary basis during emergencies or unique circumstances. such as the COVID-19 pandemic. However, a service equity analysis is required for temporary major service changes¹ enacted directly or indirectly related to an emergency that continue longer than 12 months or those that are planned in advance as permanent. FTA requires that, pursuant to Title VI, any major service change that lasts longer than 12 months include a service equity analysis to determine if there are disparate impacts on minority and/or low-income populations who rely on bus service. As a result, OCTA is required to perform a service equity analysis, conduct public outreach, and hold a public hearing for the June 2021 service change. The June 2021 service change represents a major reduction in service, compared to the service operated pre-COVID-19. OCTA follows a consistent set of policies that guide service and fare changes to consistently assess impacts of bus service changes and ensure compliance with federal requirements (Attachment A).

Discussion

After the implementation of the COVID-19 stay-at-home order in March 2020, weekday OC Bus ridership dropped significantly, from approximately 125,000 boardings per day to the low 30,000s in April 2020 and then steadily recovered to the mid-60,000s in late August 2020. With the rise in COVID-19 positivity rates, ridership decreased again below 60,000 since November 2020. The chart below shows average weekday ridership from mid-February 2020 through mid-January 2021.

Service changes that alter the length of bus route by more than 50 percent or change the route or system level bus service hours by 25 percent or more are deemed "major." Refer to Attachment A for details.



On March 23, 2020, OCTA reduced fixed-route bus service approximately 40 percent by implementing Sunday service schedules on all routes, seven days a week. The June 2020, and subsequent service changes in October 2020 and February 2021, provided an enhanced Saturday service schedule on weekdays and a regular schedule on Saturdays and Sundays.

For the June 2021 service change, OCTA will continue to deliver enhanced Saturday service levels on weekdays and February 2020 service levels on Saturdays and Sundays. Annualized revenue vehicle hours will continue at 1,187,000. This maintains the same service levels since June 2020. The June 2021 service hours are approximately 27 percent below the 1,622,000 annualized revenue vehicle hours operated in February 2020. Attachment B summarizes the service changes for each OC Bus route. Maps of the impacted routes on weekdays and weekends are shown in attachments C, D, and E. These changes include:

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

Staff anticipates that demand for OC Bus service will remain steady between now and summer 2021 and can be accommodated with current service levels.

In addition, the June 2021 service level can handle more demand over current ridership levels. In the event ridership increases even further and/or additional service is necessary to allow for social distancing, additional buses (trippers) can be deployed, as needed, following the current practice.

The entire fleet has been equipped with coach operator shields, which allowed the number of passengers to increase on each 40-foot bus from 15 to 20, and from 20 to 35 passengers on 60-foot buses. The protective shields allowed for sufficient social distancing to add capacity. The change provided OCTA with the ability to accommodate more demand with scheduled services. Depending on the spread of COVID-19 in the near future and the vaccine rollout to the population, social distancing requirements may be relaxed, allowing OCTA to further increase capacity.

After implementation in June 2021, staff will reassess the service change based on customer demand, workforce availability, and social distancing. Public input received as part of the outreach effort will be considered in the development of bus service changes in fiscal year 2021-22 (October, February, and June).

Summary

Staff is seeking Board of Directors approval to present the June 2021 Bus Service Change to the public and solicit input for the development of the fiscal year 2021-22 Bus Service Plan. A public outreach process is required for service changes of this magnitude, and the comments received will be used to develop recommendations for future bus service changes. This process will include three virtual community meetings. With Board of Directors' approval, a public hearing would occur on April 26, 2021, and results will be presented to the Transit Committee and at the Board of Directors meeting in May 2021.

Attachments

- A. Service and Fare Change Evaluation Policy
- B. Draft June 2021 Bus Service Change Summary
- C. Draft June 2021 Bus Service Change System Map, Weekday Impacted Routes
- D. Draft June 2021 Bus Service Change System Map, Routes with No Changes
- E. Draft June 2021 Bus Service Change System Map, Suspended Routes

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Executive Office

Chief Executive Officer

SERVICE AND FARE CHANGE EVALUATION POLICY

I. PURPOSE

The purpose of this policy is to establish how the Orange County Transportation Authority (OCTA) evaluates major service and fare changes to determine whether they will have a discriminatory impact based on race, color, or national origin and whether they will have a disproportionately high and adverse impact on minority populations and/or low-income populations.

II. ORGANIZATIONAL UNITS AFFECTED

- **A.** The Planning Division is responsible for determining if a particular service change meets the definition of a "Major Service Change."
- **B.** The Planning Division is responsible for completing service equity analysis documents as required.
- **C.** The Finance and Administration Division is responsible for completing fare equity analysis documents as required.
- **D.** The External Affairs Division is responsible for engaging the public to actively seek comments, suggestions, and input in the decision-making process for both major service changes and fare changes through community outreach efforts as outlined in the Public Involvement Plan.
- **E.** The Human Resources & Organizational Development Division is responsible for coordinating Federal Transit Administration (FTA) review of service and fare equity analysis documents.

III. POLICY

- A. Major Service Change A major service change is defined as a numerical standard, as expressed by the distribution of routes as measured against the existing level of service. The following is considered a Major Service Change (unless otherwise noted in Section VI):
 - 1. Route Alignment Reduction or Elimination

 Reducing an existing route by more than 50% of directional route miles or; reducing an existing route by more than 50% of bus stops.
 - 2. Route Alignment Extension or New Route

Adding a new route or a route segment that increases directional route miles of an existing route by more than 50% and; when more than 50% of the new service bus stops are along currently unserved street segments.

EO-520.02SERVICE (06/17/2019) Page 1 of 5

Policy#: EO-520.02SERVICE Origination Date: 11/26/2012 Revised Date: 06/17/2019

3. Route Level Service Hour Change

Increase or decrease of the following levels of service on a route within 12 months: Weekday Service increase or decrease of 25% or more annualized Vehicle Revenue Hours, or Weekend Service increase or decrease of 25% or more annualized Vehicle Revenue Hours.

4. System-Wide Service Hour Change

Increase or decrease of 25% of annualized Vehicle Revenue Hours for all routes within 12 months

- **B.** Fare Change All fare increases or reductions are considered a Fare Change unless otherwise noted in Section VI.
- **C.** Disparate Impact/Disproportional Burden Thresholds When conducting a fare or service equity analysis, the following thresholds will be used to determine when a change would have a disparate impact:
 - 1. Service Changes
 - a) Route Alignment Reduction or Elimination

If the resulting alignment of a route alignment reduction serves a lower percentage of minority and/or low-income population than the existing route alignment service coverage or; if an identified low-income and/or minority route is eliminated.

b) Route Alignment Extension or New Route

If a new route alignment after the proposed alignment extension serves a lower percentage of minority and/or low-income population than the average minority and/or low-income population for the entire service area or; if a new route serves a lower percentage of minority and/or low-income population than the average minority and/or low-income population for the entire service area.

c) Route Level Service Hour Change

If a proposed route level headway for a minority and/or low income route is longer than the average headway for non-minority and/or non-low income routes for the same service type and time period; or if a proposed route level headway for a non-minority and/or non-low-income route is shorter than the average headway for minority and/or low income routes for the same service type and time period.

d) System-Wide Service Hour Change

If the proposed average system-wide headways for minority and/or low-income routes is longer than the average system-wide headways for non-minority and/or non-low-income route for the same service type and time period; or if the proposed average system-wide headways for non-minority and/or

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non-low-income routes is shorter than the average headway for minority and/or low-income routes for the same service type and time period.

2. Fare Change

Disparate impact/disproportional burden will only be considered if the increase in fare product for minority and/or low-income populations is greater than 10% compared to non-minority and/or low income.

- **D.** Public Involvement The public was engaged in developing this policy as documented in the Public Involvement Plan. The public will be engaged in any changes to this policy prior to approval. The Public Involvement Plan also documents the outreach activities required prior to a major service or fare change.
- **E.** Board Review Service and Fare Equity Analysis documents will be presented to the OCTA Board prior to implementation of major service or fare changes. The documents will be presented to the Transit Committee as a receive-and-file report.

IV. DEFINITIONS

- **A.** Disparate Impact A facially neutral policy or practice that has a disproportionately excluding or adverse effect on the minorities or low-income segments of the service area.
- **B.** Disparate Treatment An action that results in a circumstance in which minority persons are treated differently than others because of their race, color, national origin, and/or low-income status.
- **C.** Disproportional Burden The statistical percentage of impacts borne by low income populations as compared to impacts borne by non-low-income populations.
- **D.** Low Income persons have an income of 80% or less of the national per capita income. "Low Income Areas" are residential land use areas within census tracts where the average per capita income is 80% or less of the national per capita income.
- **E.** Low Income Transit Route A route where at least 20% of the land within one-half mile of the route alignment is a "Low Income Area."
- F. Minority Persons and Areas Minority persons include American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and Other Pacific Islanders as defined in the latest FTA Title VI Circular. "Minority Areas" are residential land use areas within census tracts where the percentage of minority persons is higher than the Orange County average.
- **G.** Minority Transit Route A route where at least 25% of the land within one-half mile of the route alignment is a "Minority Area."
- H. Seasonal Service and Special Events Changes to bus service levels on routes which occur because of seasonal ridership changes and event activities served by dedicated

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temporary bus routes. Routes which have these changes are documented in OCTA's current Title VI plan.

I. Temporary Detours and Closures – A short-term change to a route caused by road construction and maintenance, road closures, emergency road conditions, fiscal crisis, civil (and labor) disputes, any other uncontrollable circumstance when the route will be returned to the prior state after the circumstance has been resolved.

V. PROCEDURE

- A. Each service change is evaluated to determine if it is "major" and does not meet an exception in Section VI, therefore requiring an equity analysis. If a service change is not determined to be "major," it will be noted, and no further analysis will be completed. All fare changes require an equity analysis unless it meets an exception in Section VI.
- **B.** Prepare service and fare equity documents as necessary using the current procedures on file with the Planning and/or Finance and Administration Division.
- **C.** Engage in public participation efforts (see Public Involvement Plan for Service and Fare Changes.)
- **D.** Submit completed Service and/or Fare Equity Analysis documents to the FTA via the TrAMS portal.
- **E.** Submit Service and/or Fare Equity Analysis documents to the OCTA Office of Civil Rights.
- **F.** Submit Service and/or Fare Equity Analysis documents to the OCTA Board of Directors as described in Section III.

VI. EXCEPTIONS

- **A.** The following are exemptions to the Major Service Change Policy and do not require an equity analysis:
 - 3. Seasonal service changes
 - **4.** Temporary detours and closures
 - **5.** Adjustments to lines during their first three years of service including elimination of service
 - **6.** Splitting or combining routes where the changes would not otherwise constitute a major service change.
 - **7.** Route being taken over by another transit provider with substantially the same headways, fare, transfer options, span of service, and stop locations. The new provider must take all valid OCTA fare media.

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- **8.** Special event services operating for a limited period of time (less than seven consecutive months)
- **9.** Shuttle routes designed to act as extensions of commuter rail service, linked to specific commuter rail schedules established by the commuter rail operator
- **10.** Trial service changes instituted for 180 days or less with notification to the FTA Region 9 administrator in advance of implementation
- **11.** Service changes implemented in response to an emergency situation with notification to the FTA Region 9 administrator within five working days
- **B.** The following are exceptions to the Fare Change Policy and do not require an equity analysis:
 - 1. Free fare or reduced fare promotions of less than 60 days
 - 2. Seasonal passes and fares which have been reviewed for equity previously at the same proposed rate

VII. PROVISIONS AND CONDITIONS

Not applicable.

VIII. RELATED DOCUMENTS

- A. FTA Circular 4702.1B
- B. FTA EJ Circular 4703.1
- C. OCTA Public Involvement Plan
- D. Service Change Equity Evaluation Process
- **E.** Fare Change Equity Evaluation Process

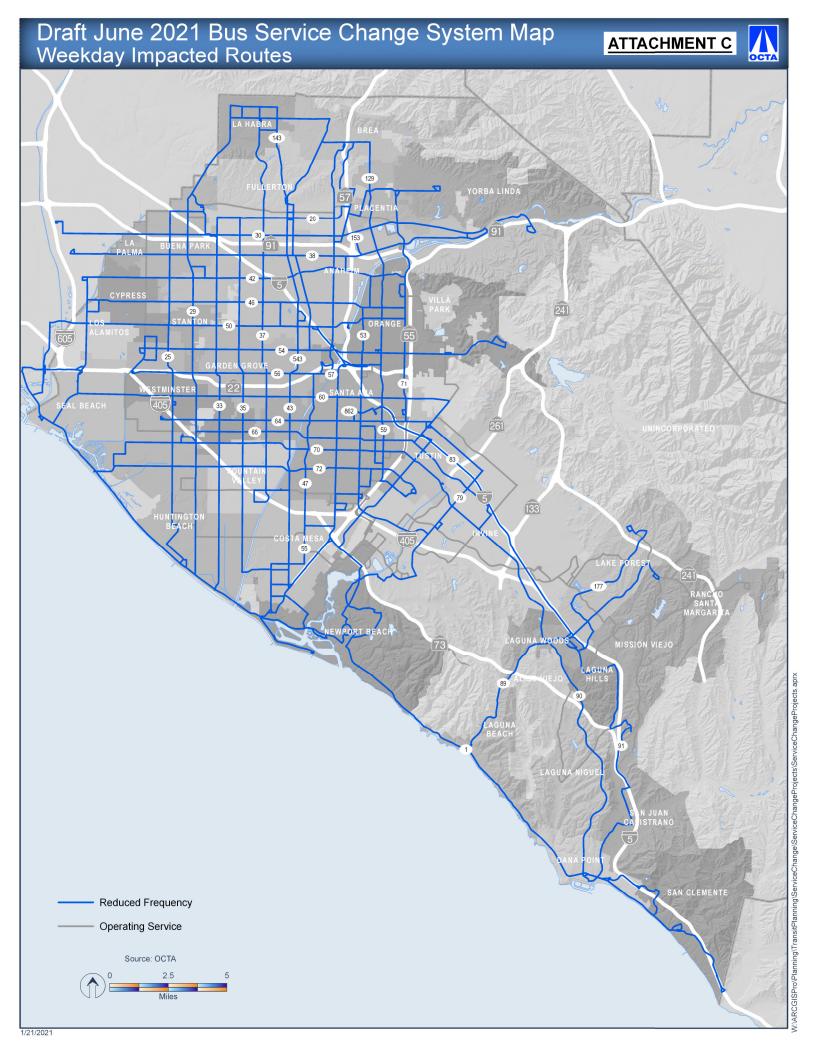
END OF POLICY

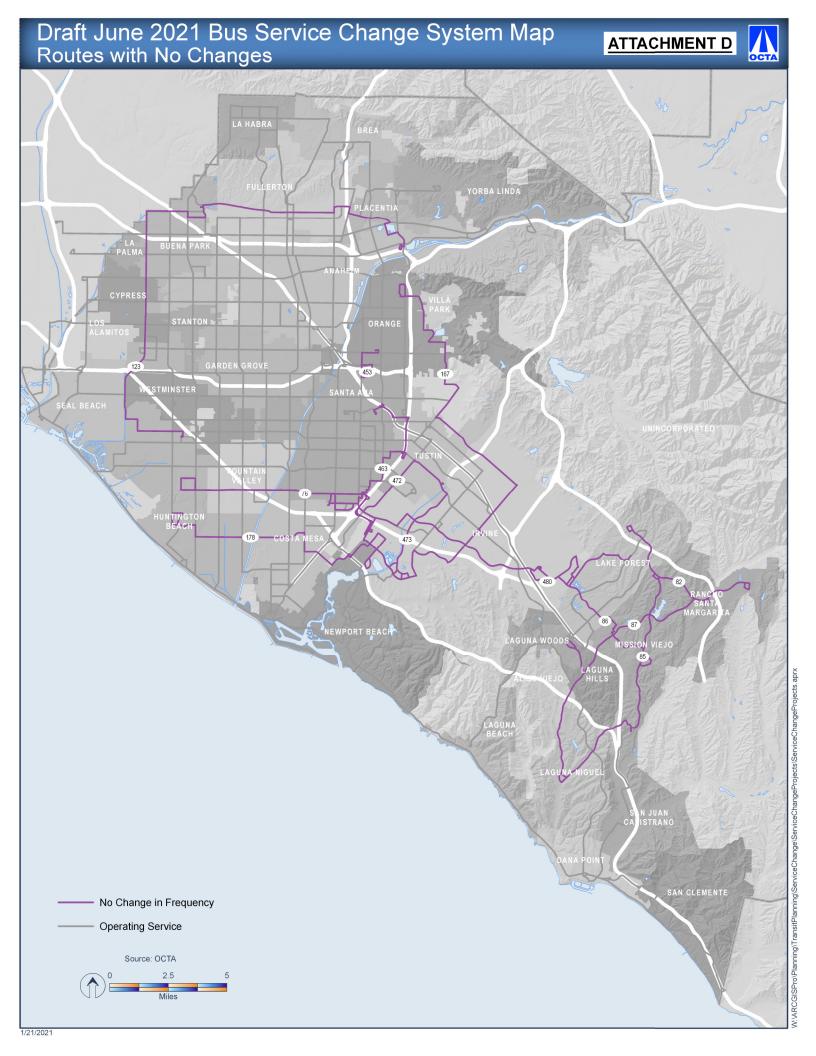
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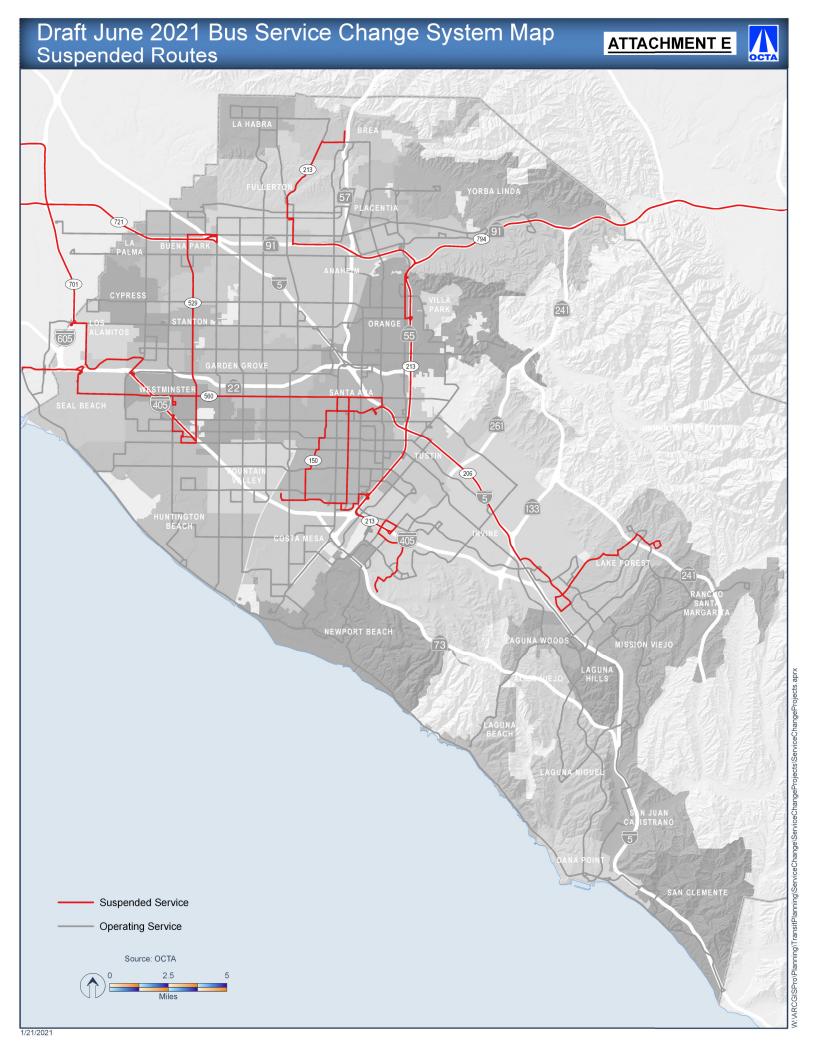
Draft June 2021 Bus Service Change Summary

	June 2021 Bus Gervice Griang	Pre-COVID-19 Annual Revenue Vehicle Hours			Proposed June 2021 Annual Revenue Vehicle Hours			Change in Annual Revenue Vehicle Hours		
Route	Service Change Summary	WKD	SAT	SUN	WKD	SAT	SUN	WKD	SAT	SUN
1	Reduce Frequency of Service WKD Only	33,775	4,390	4,897	21,752	4,403	4,890	(12,023)	13	(7)
25	Reduce Frequency of Service WKD Only	17,162	1,883	2,101	9,282	1,883	2,101	(7,880)	-	-
26	Reduce Frequency of Service WKD Only	21,242	1,716	1,898	8,373	1,716	1,914	(12,869)	-	16
29/A	Reduce Frequency of Service WKD Only	51,667	9,289	9,229	49,096	9,289	9,364	(2,571)	-	135
30	Reduce Frequency of Service WKD Only	27,761	2,123	2,372	11,892	2,135	2,382	(15,870)	12	10
33	Reduce Frequency of Service WKD Only	15,334	1,155	1,198	5,657	1,154	1,265	(9,677)	(2)	68
35	Reduce Frequency of Service WKD Only	29,920	3,378	3,089	16,567	3,378	3,089	(13,354)	-	-
37	Reduce Frequency of Service WKD Only	38,603	3,500	2,814	22,704	3,500	2,789	(15,899)	-	(25)
38	Reduce Frequency of Service WKD Only	35,330	3,036	3,420	20,710	3,036	3,420	(14,620)	-	-
42/A	Reduce Frequency of Service WKD Only	43,193	5,457	6,137	28,267	5,494	6,140	(14,926)	36	3
43	Reduce Frequency of Service WKD Only	51,429	8,323	8,238	46,389	8,313	8,286	(5,041)	(10)	48
46	Reduce Frequency of Service WKD Only	22,160	2,441	2,731	11,883	2,440	2,744	(10,277)	(1)	14
47/A	Reduce Frequency of Service WKD Only	60,274	7,485	8,362	40,864	7,566	8,295	(19,410)	81	(67)
50	Reduce Frequency of Service WKD Only	43,597	5,557	5,904	37,103	5,507	6,021	(6,494)	(50)	117
53	Reduce Frequency of Service WKD Only	52,862	7,637	6,793	38,352	7,628	6,783	(14,510)	(9)	(10)
54	Reduce Frequency of Service WKD Only	44,421	4,558	4,039	22,606	4,571	4,008	(21,815)	13	(31)
55	Reduce Frequency of Service WKD Only	45,692	6,439	6,480	32,887	6,483	6,449	(12,805)	43	(31)
56	Reduce Frequency of Service WKD Only	17,026	2,099	2,364	10,969	2,147	2,376	(6,056)	48	12
57	Reduce Frequency of Service WKD Only	75,378	11,716	11,611	58,132	11,794	12,172	(17,247)	77	562
59	Reduce Frequency of Service WKD Only	27,748	2,304	2,401	13,082	2,667	2,501	(14,667)	363	100
60	Reduce Frequency of Service WKD Only	43,775	9,240	9,723	49,130	9,256	9,599	5,355	16	(124)
64	Reduce Frequency of Service WKD Only	41,654	7,303	6,965	41,790	7,252	6,915	136	(51)	(50)
66	Reduce Frequency of Service WKD Only	46,618	6,256	6,691	35,802	5,726	6,247	(10,816)	(530)	(445)
	Reduce Frequency of Service WKD Only	33,609	4,228	3,941	25,296	4,300	3,959	(8,313)	72	18
71	Reduce Frequency of Service WKD Only	32,793	3,805	3,365	18,641	3,835	3,351	(14,153)	30	(14)
72	Reduce Frequency of Service WKD Only	19,142	2,049	2,036	10,357	2,090	2,050	(8,785)	41	15
76	No Change in Frequency	6,685	-	-	6,622	-	-	(64)	-	-
79/A	Reduce Frequency of Service WKD Only	23,898	2,193	2,446	10,753	2,193	2,446	(13,145)	-	-
	No Change in Frequency	4,314	-	-	3,753	-	-	(561)	-	-
83	Reduce Frequency of Service WKD Only	26,206	4,091	3,774	20,132	4,105	3,783	(6,073)	14	9
85	No Change in Frequency	7,999	-	-	7,926	-	-	(72)	-	-
86	No Change in Frequency	10,935	-	-	10,935	-	-	-	-	-
87	No Change in Frequency	6,970	-	-	7,013	-	-	43	-	-
89	Reduce Frequency of Service WKD Only	16,286	1,609	1,723	7,892	1,609	1,723	(8,394)	-	-
90	Reduce Frequency of Service WKD Only	18,131	1,582	1,616	8,028	1,582	1,616	(10,102)	-	-
91	Reduce Frequency of Service WKD Only	23,039	3,559	2,742	17,548	3,559	2,742	(5,491)	-	-
	No Change in Frequency	16,333	-	-	16,099	-	-	(234)	-	-
129	Reduce Frequency of Service WKD Only	9,563	1,672	1,639	8,339	1,703	1,659	(1,224)	31	20
143	Reduce Frequency of Service WKD Only	13,426	1,513	1,491	7,467	1,513	1,491	(5,959)	-	-
150	Suspended Service	10,022	-	-	-	-	-	(10,022)	-	-
153	Reduce Frequency of Service WKD Only	8,946	1,425	1,474	6,987	1,425	1,474	(1,959)	-	-
167	No Change in Frequency	14,429	-	-	14,565	-	-	136	-	-
	Reduce Frequency of Service WKD Only	6,626	615	-	6,719	615	-	94	-	-
	No Change in Frequency	8,517	-	-	8,517	-	-	-	-	-
206	Suspended Service	1,105	-	-	-	-	-	(1,105)	-	-
	Suspended Service	2,465	-	-	-	-	-	(2,465)	-	-
	No Change in Frequency	1,751	-	-	1,598	-	-	(153)	-	-
	No Change in Frequency	2,945	-	-	3,166	-	-	221	-	-
	No Change in Frequency	1,849	-	-	1,649	-	-	(200)	-	-
	No Change in Frequency	1,785	-	-	1,819	-	-	34	-	-
	No Change in Frequency	1,624	-	-	1,424	-	-	(200)	-	-
529	Suspended Service	25,143	-	-	-	-	-	(25,143)	-	-
	Reduce Frequency of Service WKD Only	25,968	3,182	3,559	15,649	3,137	3,510	(10,319)	(44)	(49)
560	Suspended Service	34,047	-	-	-	-	-	(34,047)	-	-
	Suspended Service	2,546	-	-	-	-	-	(2,546)	-	-
721	Suspended Service	3,825	-	-	-	-	-	(3,825)	-	-
	Suspended Service	4,008	-	-	-	-	-	(4,008)	-	-
	Reduce Frequency of Service WKD Only	8,428	895	999	4,446	900	1,003	(3,982)	4	5
	Totals	1,321,971	149,703	150,260	886,622	149,901	150,558	(435,349)	198	299

Acronyms COVID-19 - Coronavirus SAT - Saturday SUN - Sunday WKD - Weekday









June 2021 Bus Service Change Public Outreach

June 2021 Service Change Public Outreach



Goals

- Create awareness of OC Bus service changes
- Maximize reach to all target audiences
- Encourage participation to provide feedback

Target Audiences

- Previous and existing OC Bus customers
- Diverse and disadvantaged communities
- Faith-based and social service organizations
- Cities, schools, and employers
- News media
- General public

June 2021 Service Change Public Outreach



Multilingual and Multipronged Approach

- Print Ads
 - Bus interior cards
 - Newspapers (Orange County Register and ethnic publications)
- TV/Radio (Hispanic and Vietnamese markets)
- Multilingual telephone hotline and OCTA Customer Information Center
- Text Alerts 5,000 subscribers
- Digital Communications
 - Dedicated website landing page with feedback questionnaire
 - Email blasts 100,000+ subscribers
 - Previous and existing customers
 - College Pass Program participants
 - Schools, employers, senior centers, cities, etc.
 - Social media paid and organic posts

June 2021 Service Change Public Outreach



- Multilingual and Multipronged Approach continued
 - Engage OCTA's Diverse Community Leaders Group
 - Utilize City Communication Channels
 - Distribute Information Through Mail
 - Faith-based organizations
 - Social service agencies
 - Diverse community grassroot organizations
 - Media
 - Press release distribution
 - Op-ed submission
 - Cities / County PIO coordination

Multiple Ways for Providing Feedback



- Virtual Community Meetings
 - Tuesday, March 9, 2021 English
 - Wednesday, March 10, 2021 Spanish
 - Wednesday, March 10, 2021 Vietnamese
- Multilingual Telephone Hotline
- Online Questionnaire
- Mail-in Comments
- OCTA Store
- Public Hearing April 26 Board Meeting
 - Public comments received via email by 5 p.m. on April 25